

TRAFFIC IMPACT STUDY

Willow Creek
Mixed Use District

Prepared for:

Furniture Row Colo, LLC
5603 North Broadway
Dener, CO 80216

Prepared by:

Felsburg Holt & Ullevig
6400 S. Fiddlers Green Circle, Suite 1500
Greenwood Village, CO 80111
303.721.1440

Principal: Lyle E. DeVries, PE, PTOE



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I. INTRODUCTION

The Willow Creek Mixed Use District (MUD) is located west of Yosemite Street and north of Park Meadows Drive in Douglas County, Colorado. The overall master plan development area has four planning areas to include commercial and residential uses.

The planning areas within Willow Creek are proposed to be developed as follows:

- Planning Area 1 (6.5 ac) – commercial
- Planning Area 2 (18.8 ac) – mixed use residential
- Planning Area 3 (4.8 ac) – commercial
- Planning Area 4 (9.6 ac) – mixed use commercial

Site access will be via full movement driveways on Park Meadows Drive along the south side of the site and a right-in-/right-out (RIRO) access along Yosemite Street at its east boundary.

Figure 1 shows the site's location in relation to major roadways in the area and **Figure 2** depicts the current site plan concept.

The purpose of this study is to assess the traffic impacts on the adjacent roadways specific to the proposed development at Willow Creek. Eight existing intersections were evaluated as requested by Lone Tree staff:

1. Park Meadows Drive & Quebec Street – signalized full-access intersection
2. County Line Road & Acres Green Drive – signalized full-access T intersection
3. Parkway Drive & Acres Green Drive – signalized full-access intersection
4. Park Meadows Drive & Acres Green Drive – signalized full-access intersection
5. Park Meadows Drive & Phillips 66 driveway – unsignalized full-access T intersection
6. Park Meadows Drive & Yosemite Street – signalized full-access intersection
7. C-470 Off-Ramp Terminal & Yosemite Street – signalized partial-access intersection
8. C-470 On-Ramp Terminal & Yosemite Street – signalized partial-access intersection

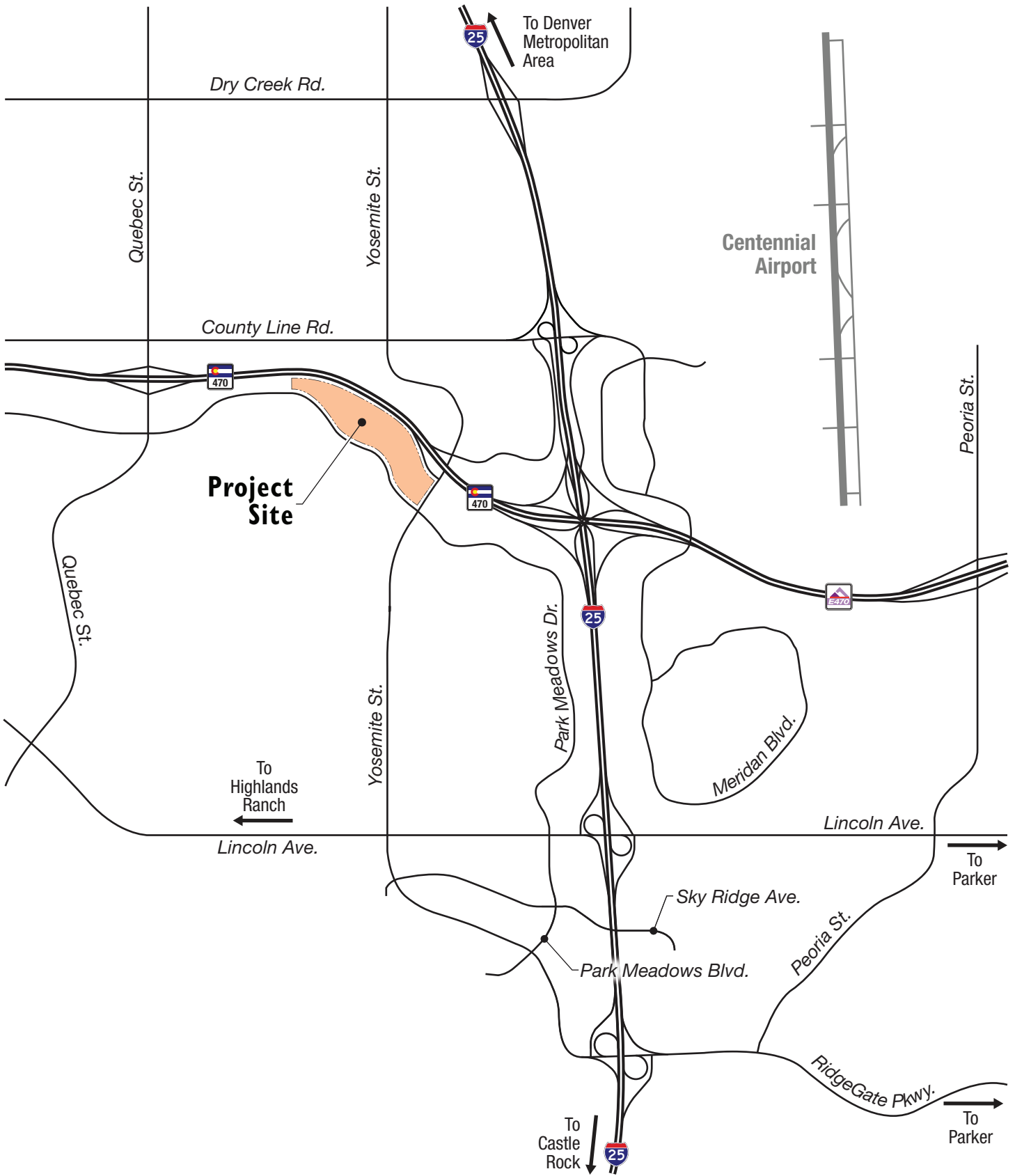
Five proposed intersections were evaluated. The following site access locations are in conformance with the *Park Meadows Drive Access Management Plan*. Access Point numbering identified in the Access Management Plan is included in parenthesis.

- A. Park Meadows Drive & PA 1 – unsignalized full-access intersection (Access Point 7)
- B. Park Meadows Drive & PA 2 – unsignalized full-access intersection (Access Point 11)
- C. Park Meadows Drive & PA 2 – unsignalized full-access intersection (Access Point 15)
- D. Park Meadows Drive & PA 3-4 – signalized full-access T intersection (Access Point 17)
- E. Yosemite Street & PA 3-4 – unsignalized partial-access T intersection (RIRO)

Two future design horizons are considered:

- 2028 – This scenario assumes full build-out of the site in the immediate future
- 2050 – This scenario considers the site impacts within a long-term context

City of Lone Tree staff also requested evaluation of the Saturday afternoon peak hour in addition to weekday AM and PM peak hours. For informational purposes, “*The Yard*” at Lone Tree Traffic Impact Analysis was completed in 2016 by FHU and considered commercial development within Planning Areas 3 and 4.





II. EXISTING CONDITIONS

II.A. Land Use

The Willow Creek site is currently vacant, but much of the surrounding area is developed with commercial and single-family residential uses. The Entertainment District at Lone Tree is located east of the site, on the other side of Yosemite Street and includes a variety of commercial land uses. Immediately south of the site are various residential units in Acres Green. Also, to the south and west of the site, along Park Meadows Drive, are numerous other commercial uses.

II.B. Roadway Network

The surrounding roadway network is established. These surrounding streets provide an interconnected network of local and regional routes that provide access to the adjacent commercial and residential land uses. The following describes the roadways within the study area.

C-470

C-470 forms the northern boundary of the site and it interchanges with Yosemite Street with movements to/from the west only. The posted speed limit is 65 miles per hour (MPH) and the ramp intersections at Yosemite Street are currently signalized.

Yosemite Street

Yosemite Street is a north-south Principal Arterial consisting of a six-lane cross-section with a posted speed limit of 35 MPH. Yosemite Street forms the eastern site boundary and intersects Park Meadows Drive at the southeast corner of the site. This intersection is currently signalized.

Park Meadows Drive

Park Meadows Drive is an east-west Collector consisting of a four-lane cross-section with established left turn lanes at full access driveways. The posted speed limit is 35 MPH. Park Meadows Drive forms the southern border of the site.

Acres Green Drive

Acres Green Drive is a north-south Collector consisting of a four-lane cross-section and the posted speed limit is 25 MPH. Acres Green Drive is located just west of the site and provides a local connection from Park Meadows Drive to County Line Road. These two intersections with Acres Green Drive are currently signalized.

Quebec Street

Quebec Street is a north-south Principal Arterial consisting of a six-lane cross-section and the posted speed limit is 40 MPH. Quebec Street is located west of the site and provides a connection from Park Meadows Drive to the overall region. This intersection is currently signalized.

County Line Road

County Line Road is an east-west Principal Arterial consisting of a six-lane cross-section and the posted speed limit is 45 MPH. County Line Road is located north of the site and provides a regional connection to the vicinity.

II.C. Multimodal Conditions

Bicycle and pedestrian facilities are present in this area and consist of the Willow Creek Trail within the site and the C-470 Trail north of the site. The Willow Creek Trail is a suburban paved multi-use path connecting Bluffs Regional Park in Lone Tree to the Highline Canal Trail in Centennial. The C-470 Trail is a paved multi-use path that follows the freeway around southwest Denver, tying together many of the paths and trails in the region. On-street bike lanes are present on Park Meadows Drive.

II.D. Existing Traffic Volumes and Operations

Vehicle turning movement counts for weekday AM and PM, and Saturday afternoon peak periods were collected on March 4, 2023. Data sheets are provided in **Appendix A**. Peak hour factors and heavy vehicle percentages were determined from the collected data and applied to existing intersections in the Existing Conditions analysis and Future Conditions analysis.

Existing signal timing parameters were obtained from the City of Lone Tree and Douglas County. Existing signal timing was used in all analysis years to evaluate operational conditions.

The existing traffic operations were analyzed using procedures documented in the *Highway Capacity Manual, 7th Edition* (Transportation Research Board, 2022). Level of Service (LOS) is a qualitative measure of traffic operations and is based on roadway capacity and motorist delay. LOS ranges from A to F, with LOS A representing the best possible operating conditions, and LOS F representing over-capacity or congested conditions. For signalized traffic control, LOS represents an average of the delays for all movements at the intersection. At unsignalized intersections, LOS is reported for each movement that must yield the right-of-way.

According to the *Douglas County Guidelines for Traffic Studies* (which has been adopted by Lone Tree), LOS D is the minimum objective for highway and intersection traffic operations during the AM and PM peak hours.

Table I includes a summary of the operational analysis and **Figure 3** thru **Figure 6** summarize the existing traffic volumes, lane geometry, and levels of service. **Appendix B** contains operational analysis worksheets for the Existing Conditions. Signalized intersections are reported as the overall LOS. Unsignalized intersections (designated with an *) are reported as the worst movement LOS.

Table I. Existing Traffic Conditions

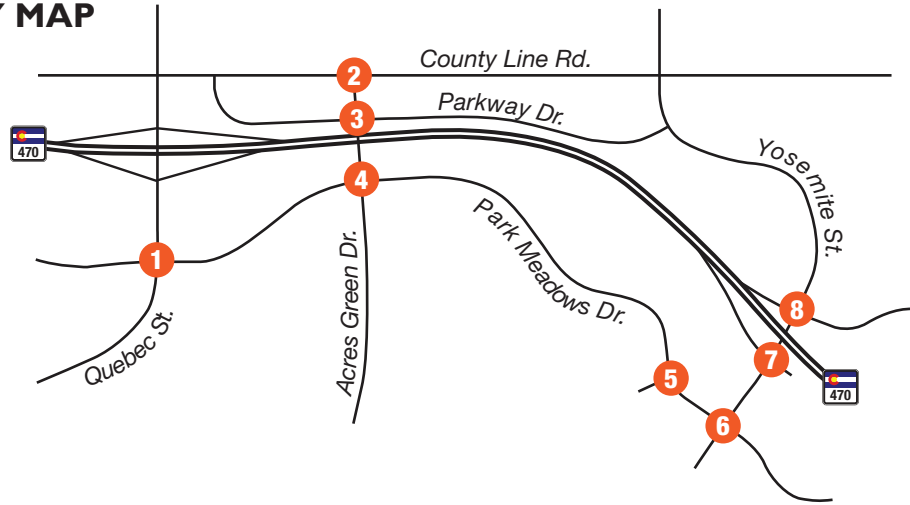
No.	Intersection	Level of Service		
		Weekday AM	Weekday PM	Saturday Afternoon
1	Quebec/Park Meadows	E	D	F
2	Acres Green/County Line	B	B	B
3	Acres Green/Parkway*	c	e	c
4	Acres Green/Park Meadows	B	C	B
5	Phillips/Park Meadows*	b	b	b
6	Yosemite/Park Meadows	D	D	D
7	Yosemite/C470 Off Ramp	B	B	C
8	Yosemite/C470 On Ramp	B	B	C

* Unsignalized intersection reported as worst movement LOS

All intersections operate overall acceptably, except for Quebec Street/Park Meadows Drive which operates at LOS E during the AM peak hour and LOS F during the Saturday afternoon peak hour. The poor movement LOS are generally left turns; however right turns and thru movements also operate poorly in particular time periods. Movements over capacity with v/c greater than 1.0 include westbound left and southbound left during the AM peak hour. During the Saturday afternoon peak hour, oversaturated movements include eastbound thru, westbound thru, and northbound left.

Note: The Acres Green Drive/Park Meadows Drive intersection is expected to be signalized in late 2023. Accordingly, it was evaluated as a stop-controlled intersection in the existing condition and evaluated as a signalized intersection in the future conditions.

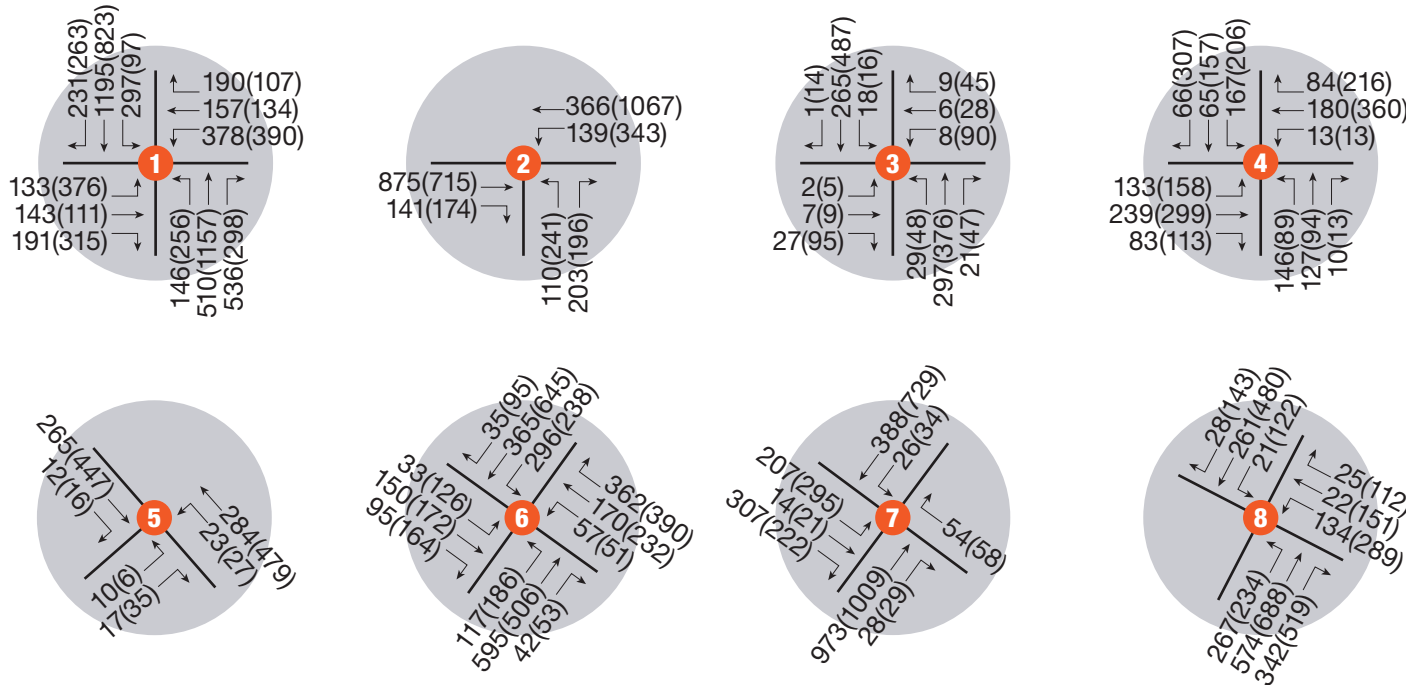
KEY MAP



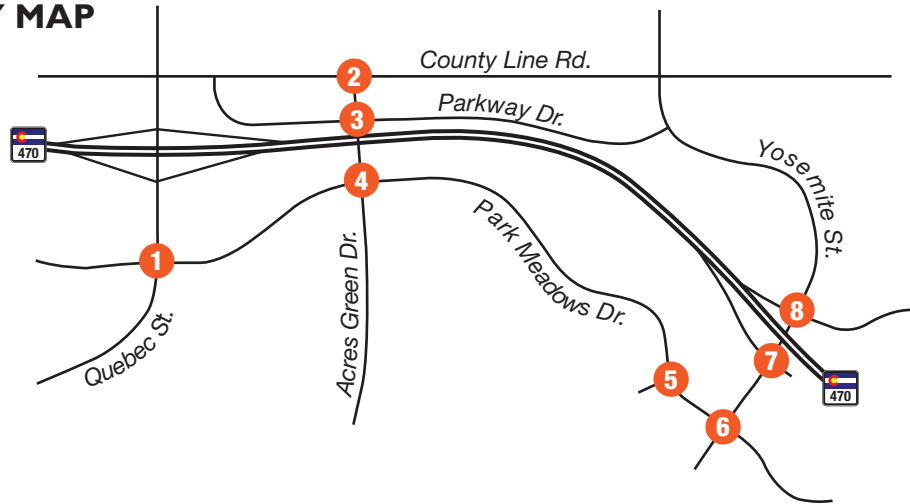
LEGEND

xxx(xxx) = AM(PM) Peak Hour Traffic Volumes

X = Study Intersection Number

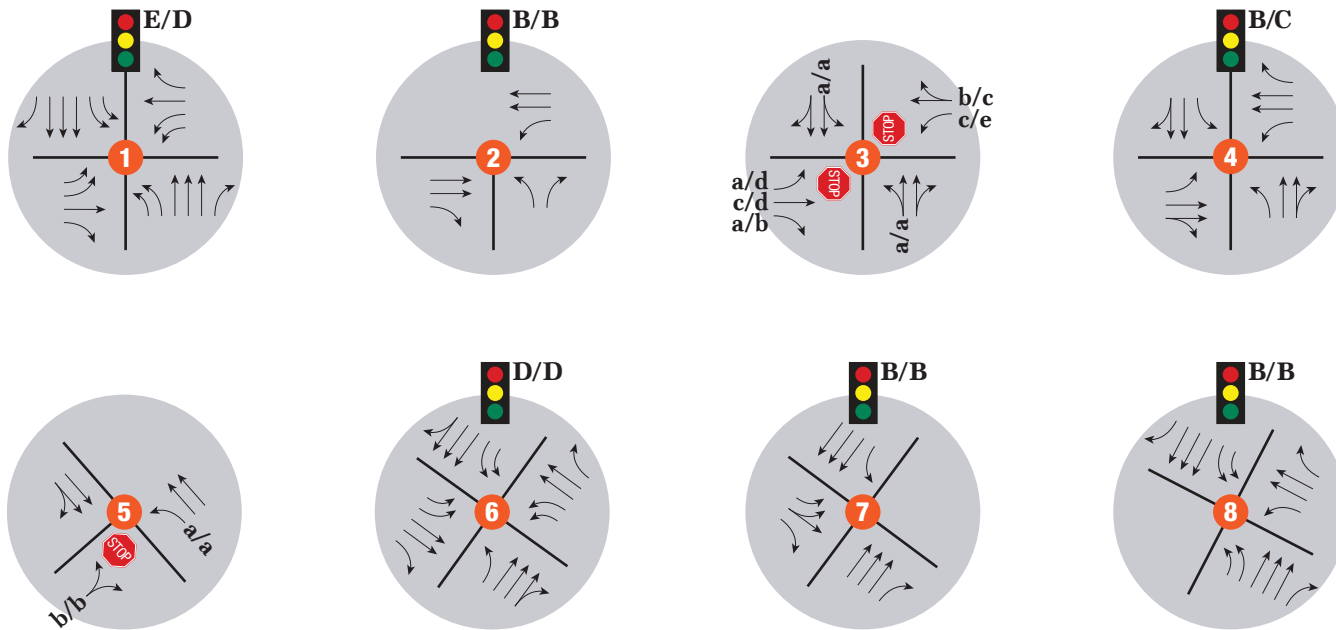


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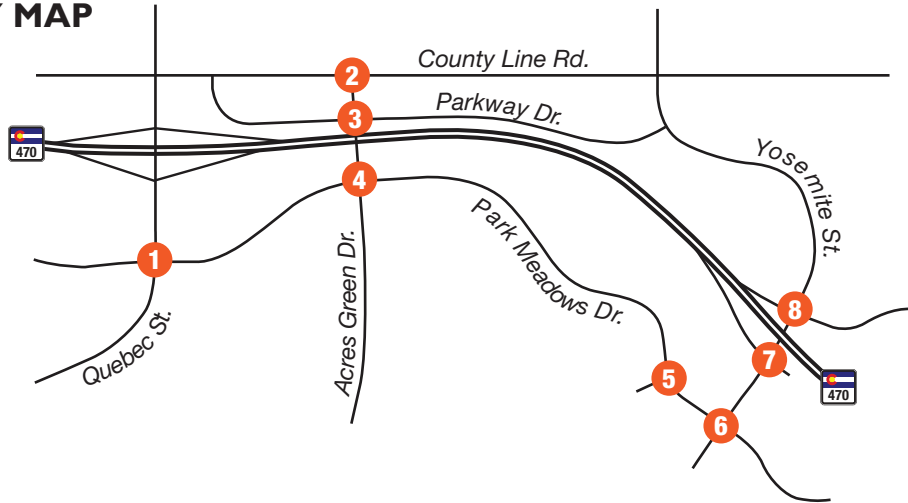


LEGEND

- X/X = AM/PM Peak Hour Signalized Intersection Level of Service
- x/x = AM/PM Peak Hour Unsignalized Intersection Level of Service
- STOP = Stop Sign
- Traffic Signal Icon = Traffic Signal
- X = Study Intersection Number



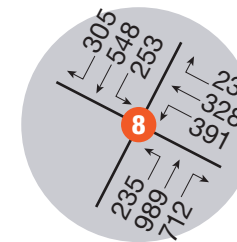
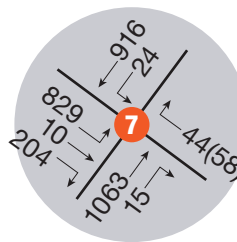
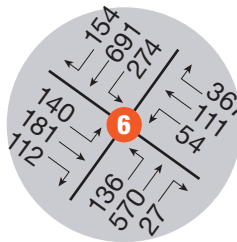
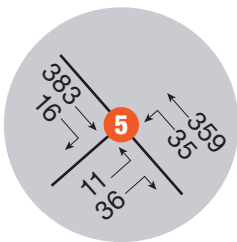
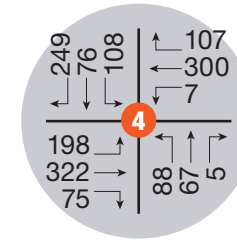
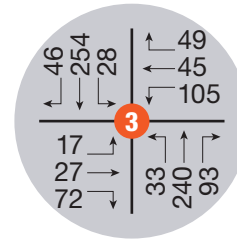
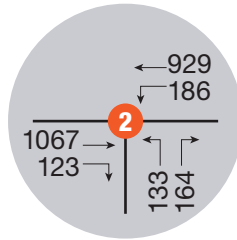
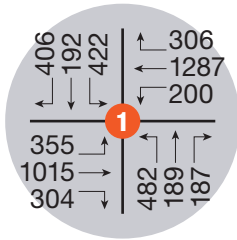
KEY MAP



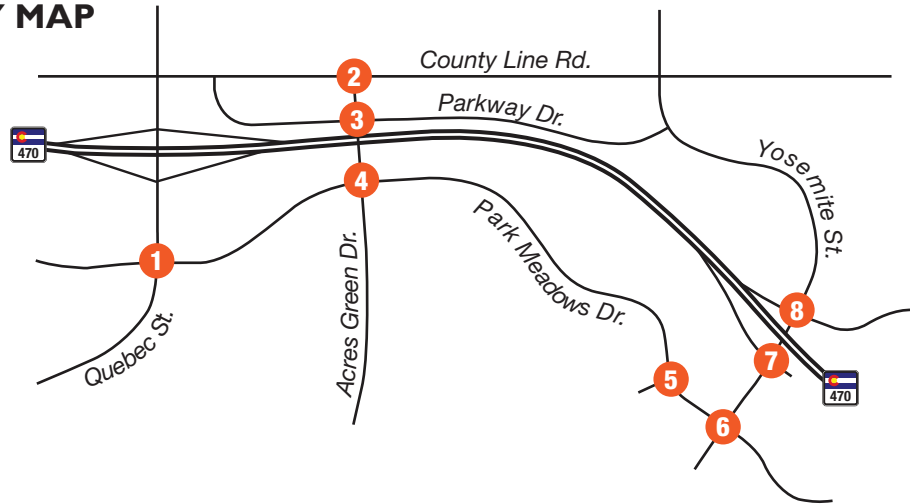
LEGEND

XXX(XXX) = Saturday Peak Hour Traffic Volumes

X = Study Intersection Number

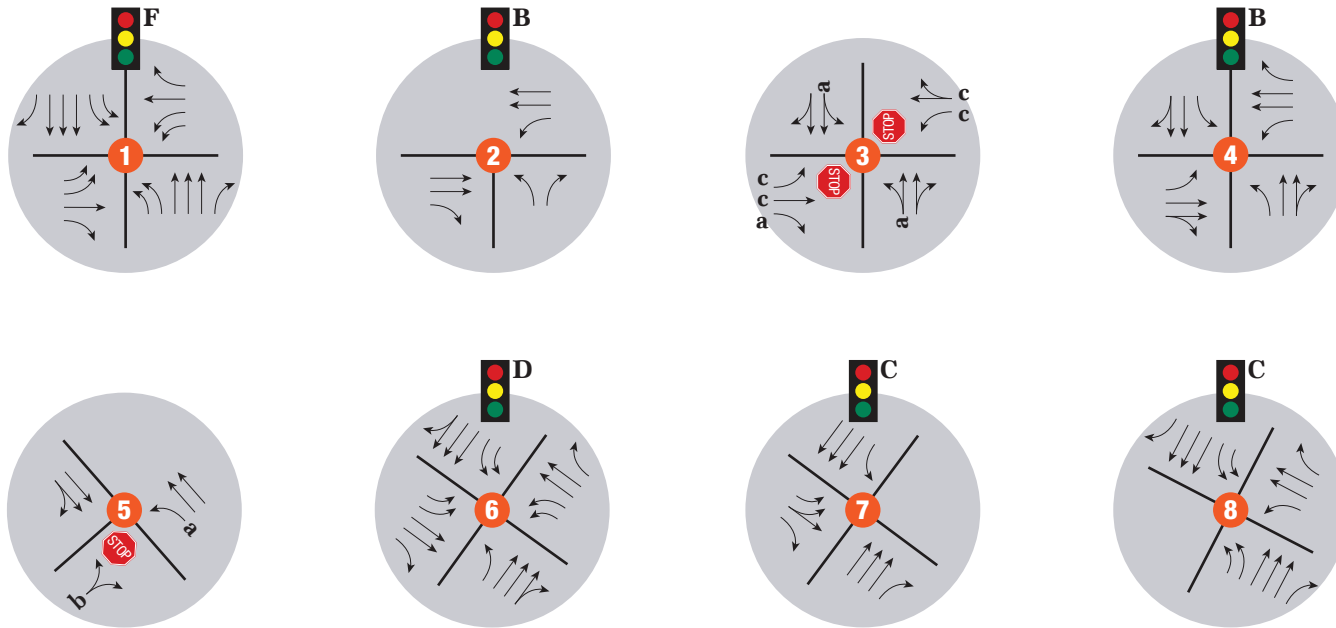


KEY MAP



LEGEND

- X = Saturday Peak Hour Signalized Intersection Level of Service
- x = Saturday Peak Hour Unsignalized Intersection Level of Service
- STOP = Stop Sign
- Traffic Signal Icon = Traffic Signal
- X = Study Intersection Number



III. BACKGROUND TRAFFIC CONDITIONS

Background traffic is the component of roadway volume which will utilize the adjacent roadway system regardless of site development. Projections contained in the Denver Regional Council of Governments (DRCOG) 2050 travel demand model indicate that traffic volumes in the area are projected to grow at a rate of approximately 0.5 percent per year. These rates were applied to the existing traffic levels to obtain Background traffic volumes for Short-Term analysis year 2028 and Long-Term analysis year 2050.

III.A. 2028 Short-Term Background

The projected peak hour volumes, intersection geometrics, and traffic control were used to analyze the short-term background traffic operations. **Table 2** includes a summary of the operational analysis and **Figure 7** thru **Figure 10** summarize the projected traffic volumes, lane geometry, and levels of service. **Appendix C** contains LOS worksheets for this scenario. Signalized intersections are reported as the overall LOS. Unsignalized intersections (designated with an *) are reported as the worst movement LOS.

Table 2. 2028 Short-Term Background Traffic Conditions

No.	Intersection	Level of Service		
		Weekday AM	Weekday PM	Saturday Afternoon
1	Quebec/Park Meadows	E	D	F
2	Acres Green/County Line	B	B	B
3	Acres Green/Parkway	A	A	A
4	Acres Green/Park Meadows	B	C	B
5	Phillips/Park Meadows*	b	b	b
6	Yosemite/Park Meadows	D	E	D
7	Yosemite/C470 Off Ramp	B	B	C
8	Yosemite/C470 On Ramp	B	B	C

* Unsignalized intersection reported as worst movement LOS

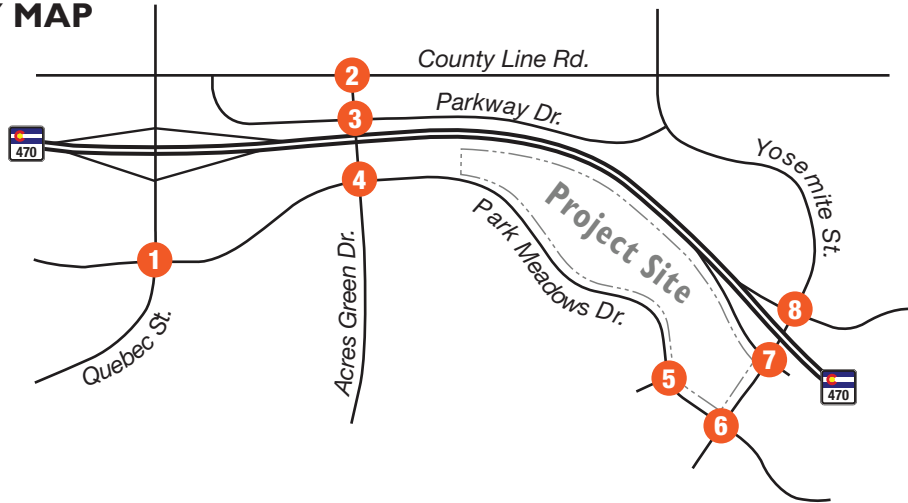
As in the Existing Condition, the following intersections operate poorly:

- Quebec Street/Park Meadows Drive which continues to operate at LOS E during the AM peak hour and LOS F during the Saturday afternoon peak hour. The poor movement LOS continue to be generally left and right turns.

In the Short-Term Background Condition:

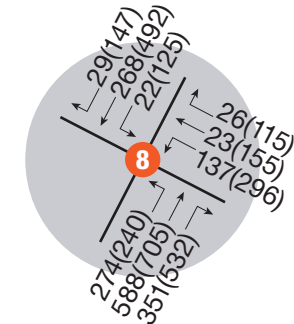
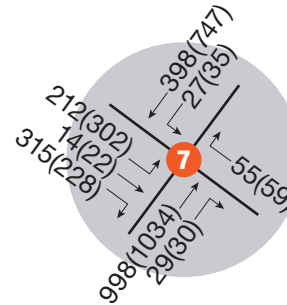
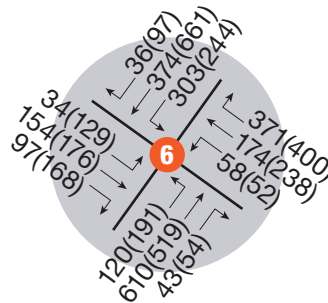
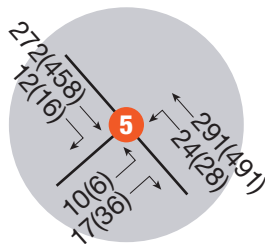
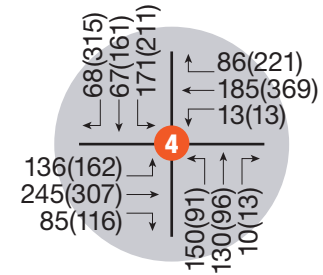
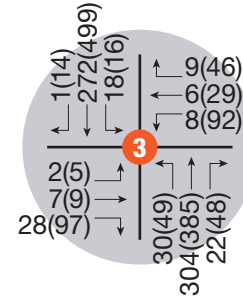
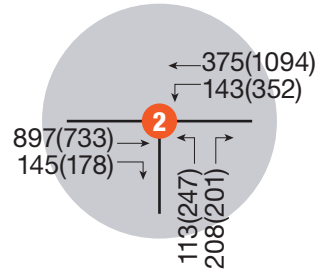
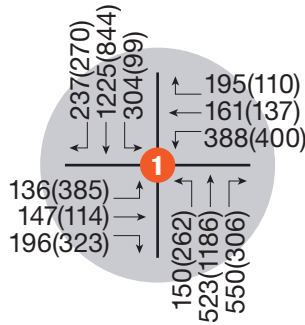
- Yosemite Street/Park Meadows Drive is expected to degrade to LOS E during the PM peak hour. The poor movement LOS are left and right turns. Movements over capacity with v/c greater than 1.0 include the westbound right turn.

KEY MAP

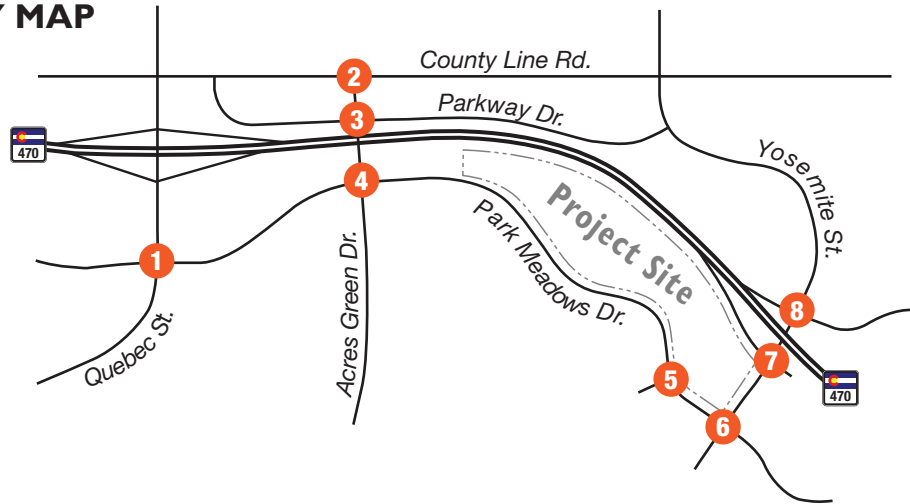


LEGEND

- XXX(XXX) = AM(PM) Peak Hour Traffic Volumes
- X = Study Intersection Number

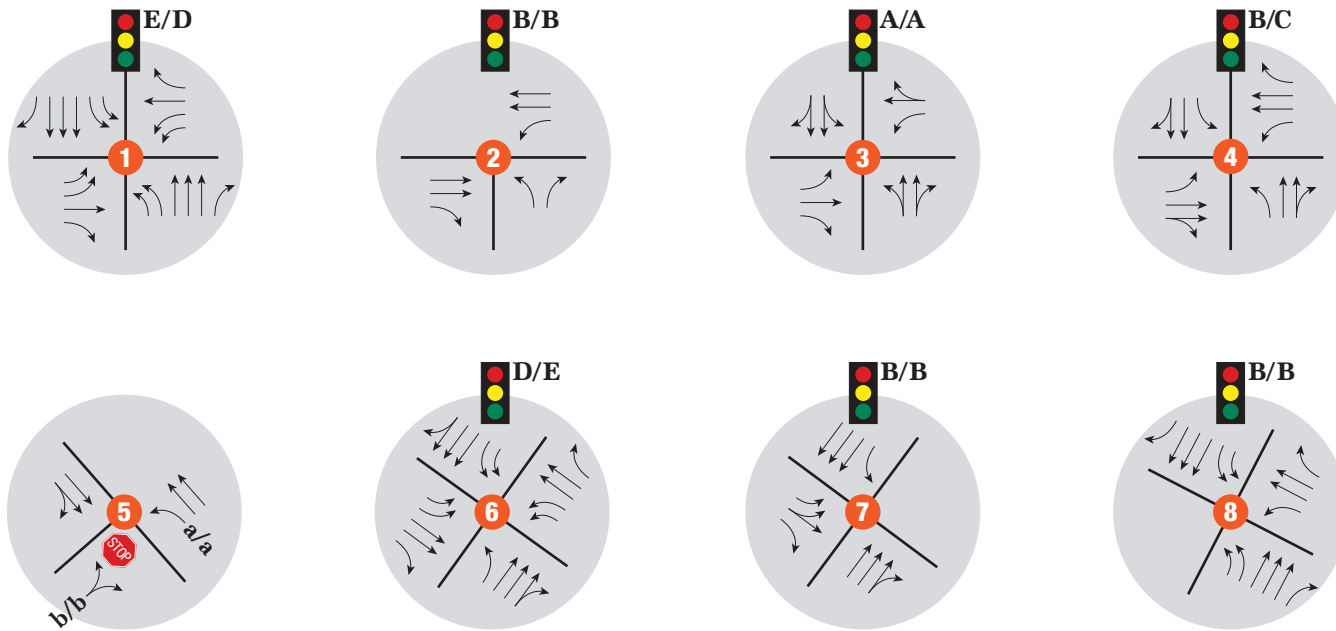


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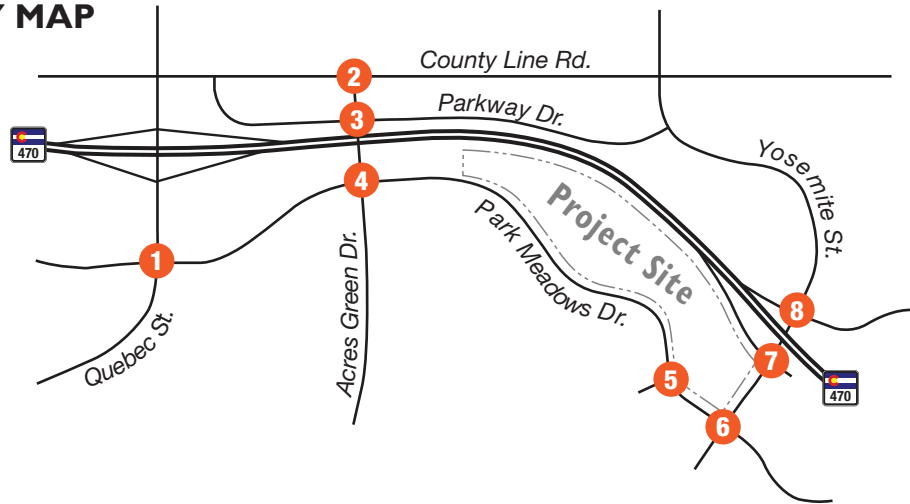


LEGEND

- X/X = AM/PM Peak Hour Signalized Intersection Level of Service
- x/x = AM/PM Peak Hour Unsignalized Intersection Level of Service
- = Stop Sign
- = Traffic Signal
- = Study Intersection Number



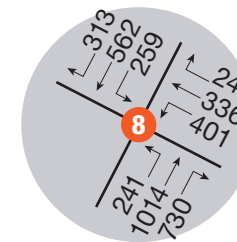
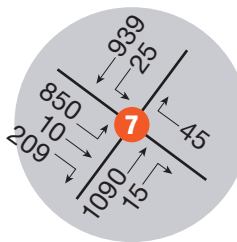
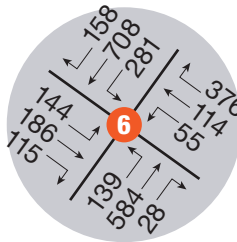
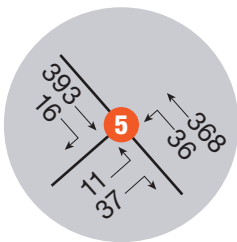
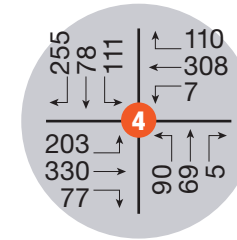
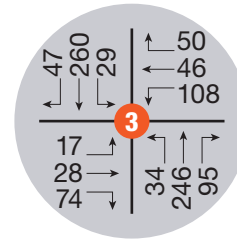
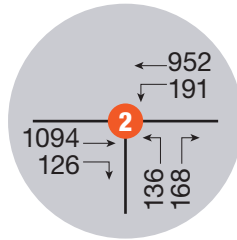
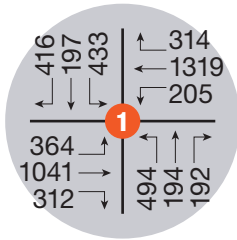
KEY MAP



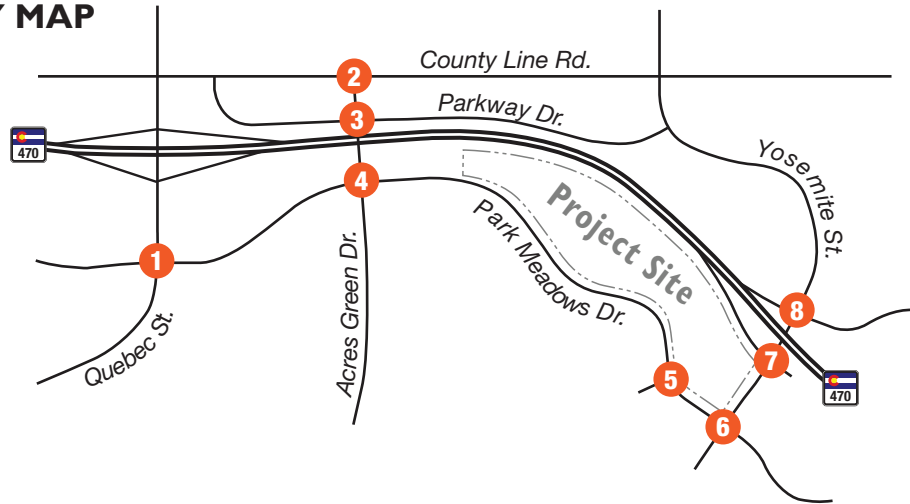
LEGEND

XXX(XXX) = Saturday Peak Hour Traffic Volumes

X = Study Intersection Number

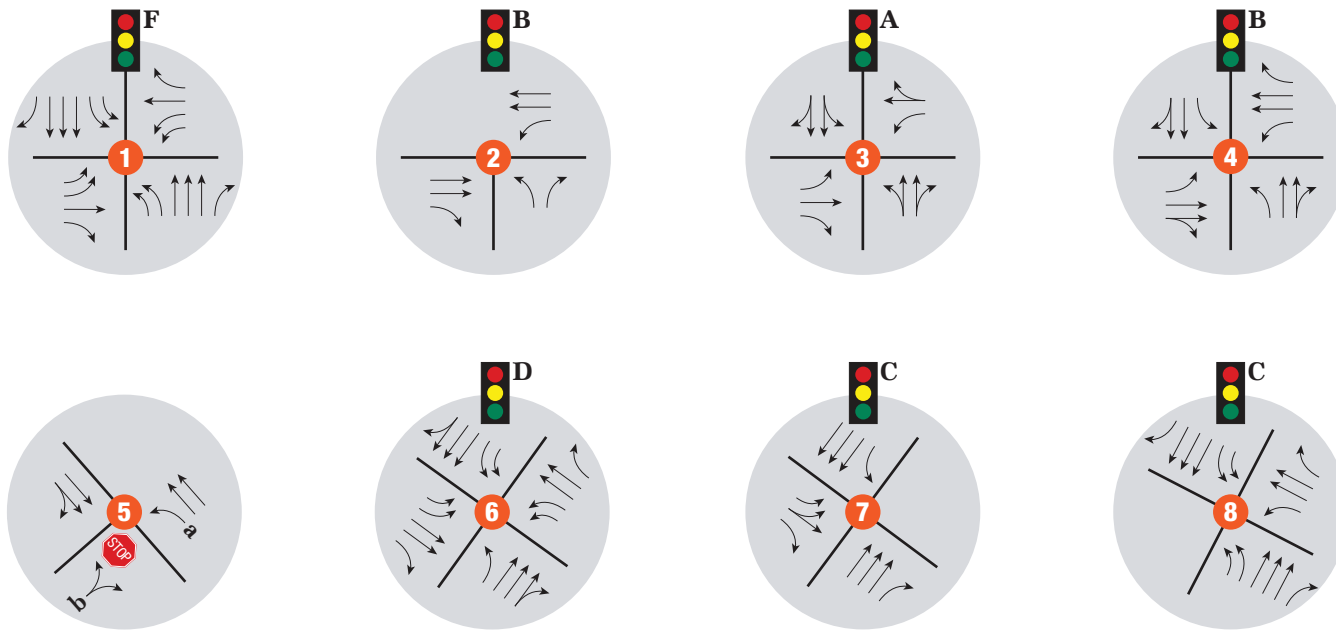


KEY MAP



LEGEND

- X = Saturday Peak Hour Signalized Intersection Level of Service
- x = Saturday Peak Hour Unsignalized Intersection Level of Service
- STOP = Stop Sign
- Traffic Signal Icon = Traffic Signal
- X (in circle) = Study Intersection Number



III.B. 2050 Long-Term Background

The peak hour traffic volumes, intersection geometrics, and traffic control were used to analyze the Long-Term Background traffic operations. **Table 3** includes a summary of the operational analysis and **Figure 11** thru **Figure 14** summarize the projected traffic volumes, lane geometry, and levels of service. **Appendix D** contains LOS worksheets for this scenario. Signalized intersections are reported as the overall LOS. Unsignalized intersections (designated with an *) are reported as the worst movement LOS.

Table 3. 2050 Long-Term Background Traffic Conditions

No.	Intersection	Level Of Service		
		Weekday AM	Weekday PM	Saturday Afternoon
1	Quebec/Park Meadows	E	E	F
2	Acres Green/County Line	C	C	B
3	Acres Green/Parkway	A	A	A
4	Acres Green/Park Meadows	B	C	B
5	Phillips/Park Meadows*	b	b	b
6	Yosemite/Park Meadows	D	E	D
7	Yosemite/C470 Off Ramp	B	B	C
8	Yosemite/C470 On Ramp	B	B	C

* Unsignalized intersection reported as worst movement LOS

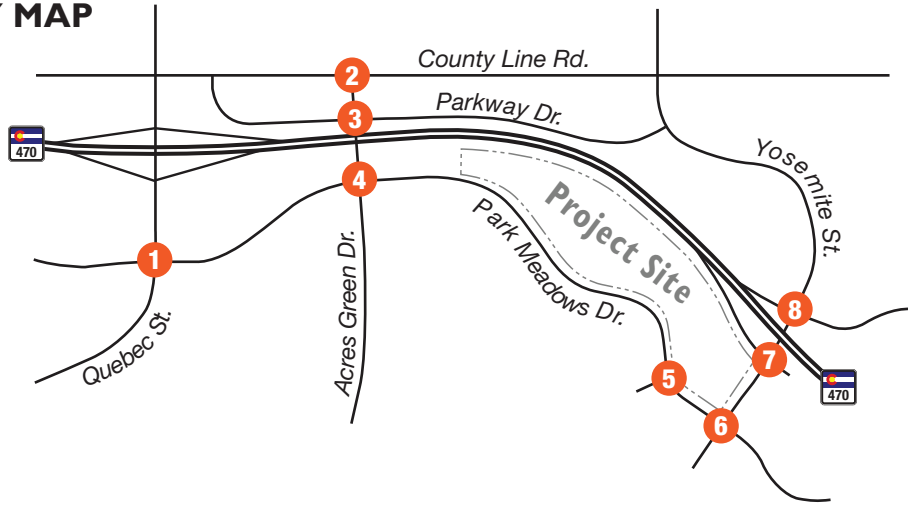
As in the Short-Term Background Condition, the following intersections are expected to operate poorly:

- Quebec Street/Park Meadows Drive operates at LOS E during the AM peak hour and LOS F during the Saturday afternoon peak hour. The poor movement LOS continue to be generally left and right turns.
- Yosemite Street/Park Meadows Drive operates at LOS E during the PM peak hour. The poor movement LOS continue to be generally left and right turns.

In the Long-Term Background Condition:

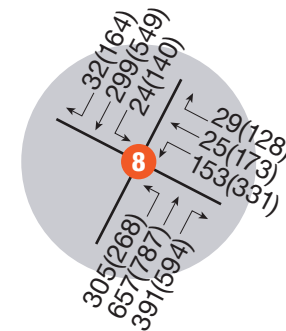
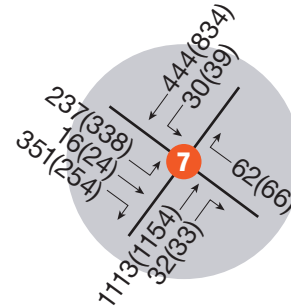
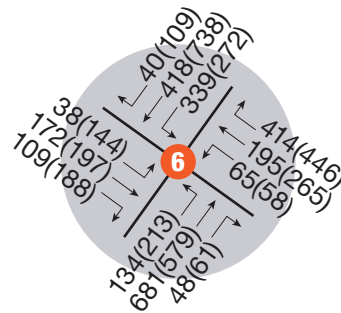
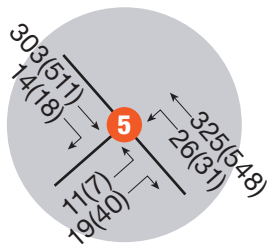
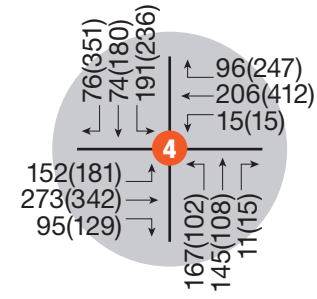
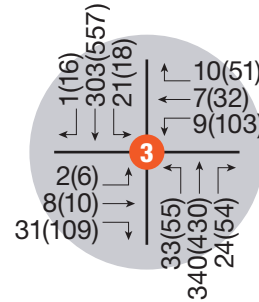
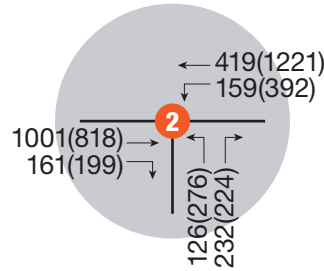
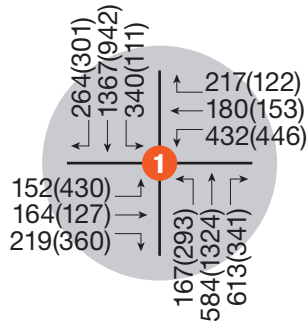
- Quebec Street/Park Meadows Drive is expected to degrade to LOS E during the PM peak hour. The poor movement LOS are generally left and right turns. Movements over capacity with v/c greater than 1.0 include eastbound right and northbound left movements.

KEY MAP

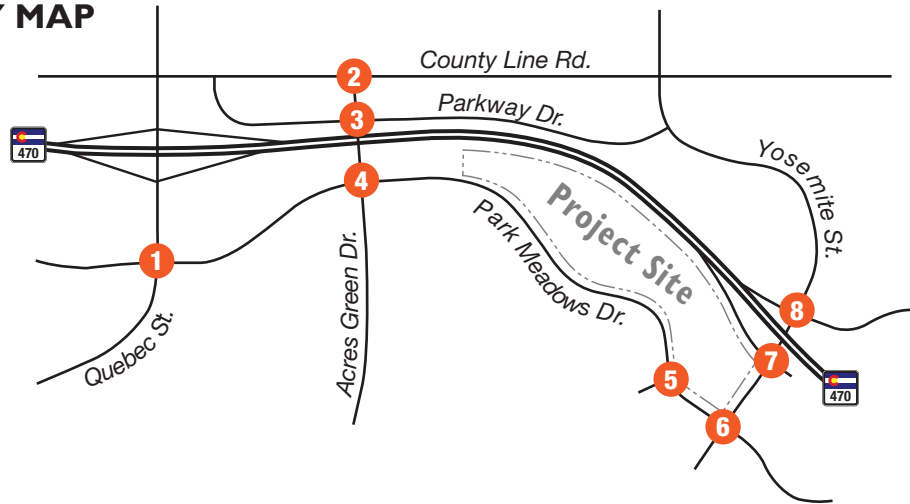


LEGEND

- XXX(XXX) = AM(PM) Peak Hour Traffic Volumes
- X = Study Intersection Number

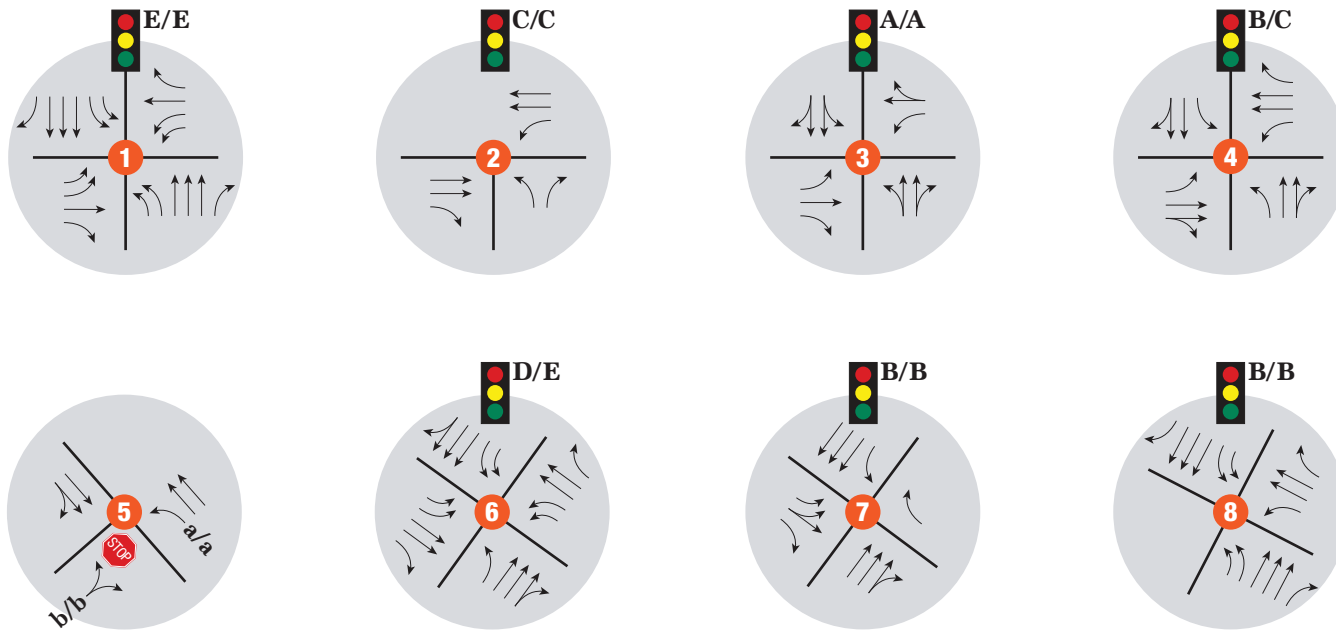


KEY MAP

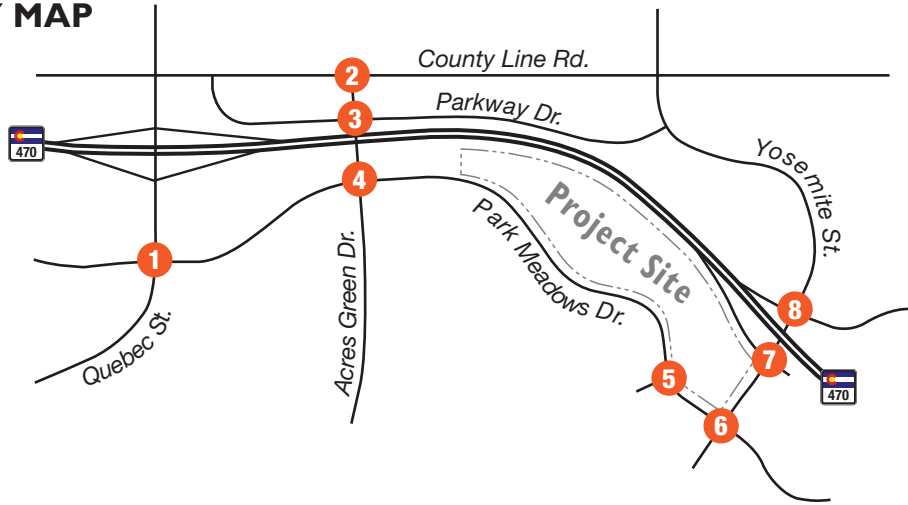


LEGEND

- X/X = AM/PM Peak Hour Signalized Intersection Level of Service
- x/x = AM/PM Peak Hour Unsignalized Intersection Level of Service
- = Stop Sign
- = Traffic Signal
- = Study Intersection Number



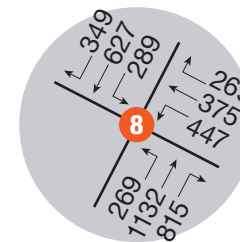
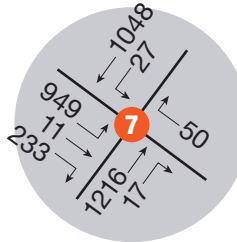
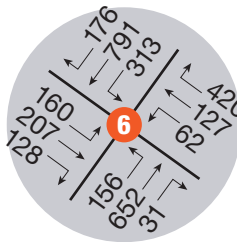
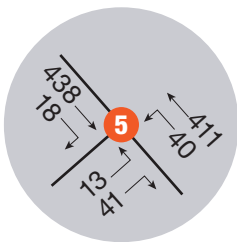
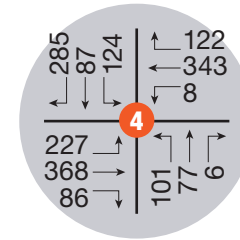
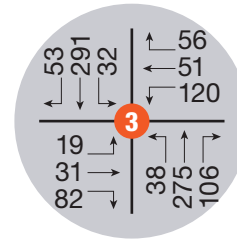
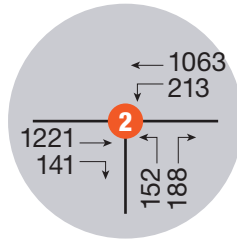
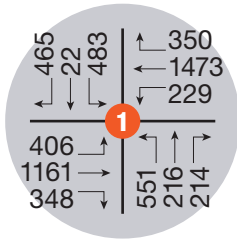
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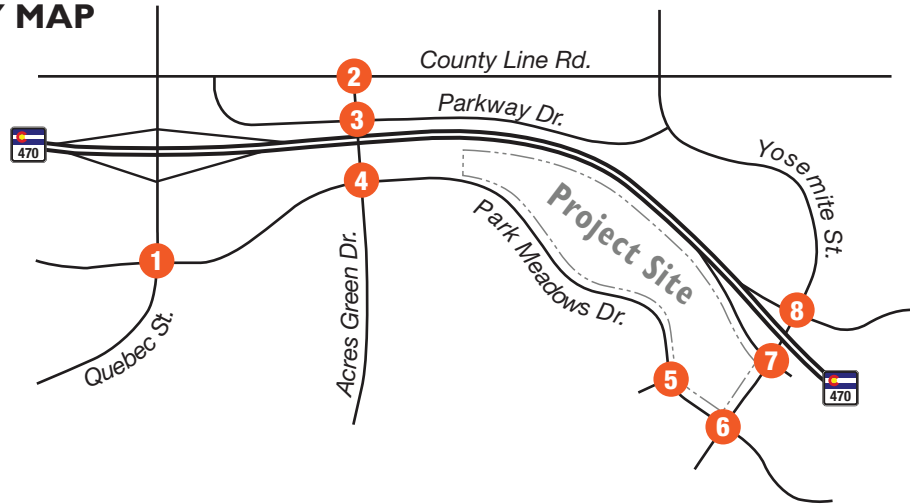
LEGEND

XXX(XXX) = Saturday Peak Hour Traffic Volumes

X = Study Intersection Number

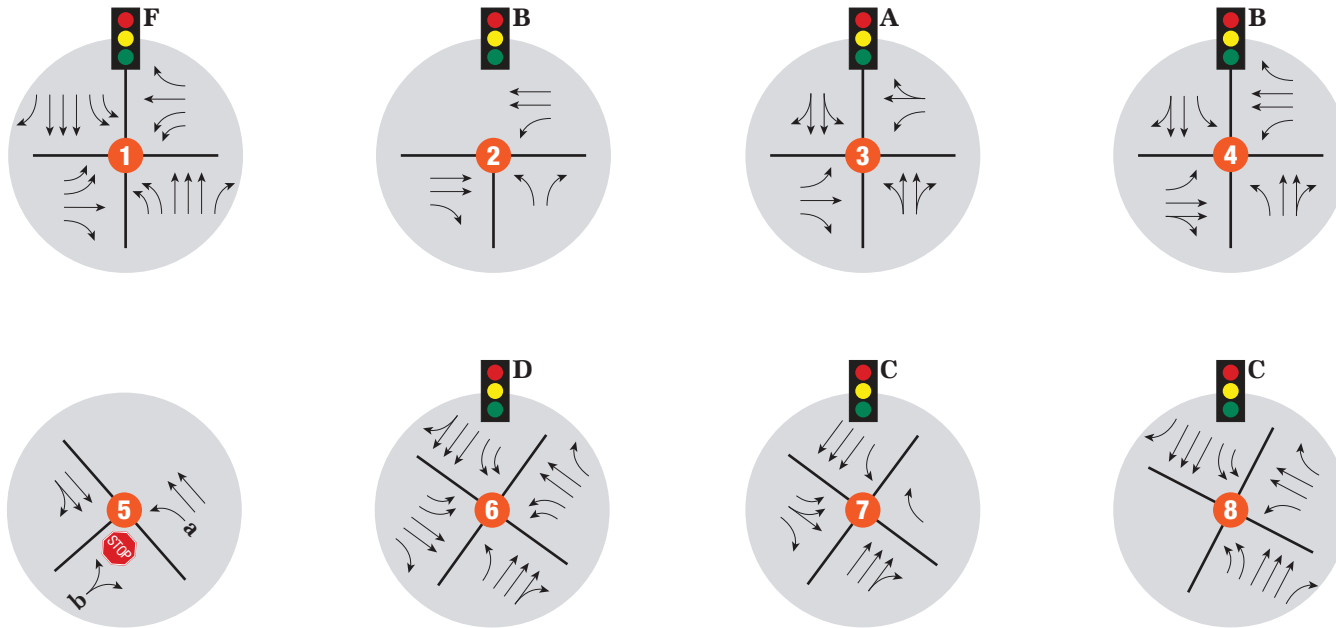


KEY MAP



LEGEND

- X = Saturday Peak Hour Signalized Intersection Level of Service
- x = Saturday Peak Hour Unsignalized Intersection Level of Service
- STOP = Stop Sign
- [Traffic Signal Icon] = Traffic Signal
- X = Study Intersection Number



IV. SITE GENERATED TRAFFIC

IV.A. Trip Generation

Willow Creek is proposed to include a mix of residential and commercial uses. Estimates of land use quantities were provided by the developer. Trip generation was calculated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition. Trip generation for the following ITE Land Use Codes (LUC) were used to calculate the trip generation estimates for the site:

- LUC 821 – Shopping Plaza
- LUC 820 – Shopping Center
- LUC 270 – Residential Planned Unit Development (PUD)

Table 4 summarizes the estimated trip generation.

Table 4. Site Trip Generation Estimates – Willow Creek

Land Use	Quantity	Daily Trips	Weekday AM Peak Hour Trips			Weekday PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
Planning Area 1								
Shopping Plaza (821)	71,000 sf	4,794	76	47	126	181	187	368
Planning Area 2								
Residential PUD (270)	398 du	2,941	58	207	265	188	101	289
Planning Area 3 and 4								
Shopping Center (820)	157,000 sf	5,811	82	50	132	256	278	534
Less Internal Trips	-	-1,169	-20	-20	-40	-56	-56	-111
Total	-	12,377	196	284	483	569	510	1,080

Land Use	Quantity	Saturday Afternoon Peak Hour Trips		
		In	Out	Total
Planning Area 1				
Shopping Plaza (821)	71,000 sf	230	212	442
Planning Area 2				
Residential PUD (270)	398 du	109	114	223
Planning Area 3 and 4				
Shopping Center (820)	157,000 sf	359	332	691
Less Internal Trips	-	-57	-57	-114
Total	-	641	601	1,242

Willow Creek has the potential to generate approximately 12,377 external vehicle trips per day. About 483 would occur during the AM peak hour, 1,080 would occur during the PM peak hour, and 1,242 would occur during the Saturday peak hour. Of note, some of the proposed land uses would have the

potential to attract trips from traffic passing by the site on the adjacent roadways. To be conservative, however, potential pass-by reductions have been omitted from this analysis. Internal trip reductions to account for interaction between the commercial and residential uses were estimated using *ITE Trip Generation Handbook's* multi-use development internal capture procedures; internal trips were capped at 10 percent per Douglas County standards.

IV.B. Trip Distribution and Assignment

Trip distribution was determined based on various data sources, including existing traffic counts, forecasts from the regional travel demand model, and previous study efforts. Separate trip distribution was developed for residential trips and commercial trips. Trip distribution is as follows:

Residential Trip Distribution

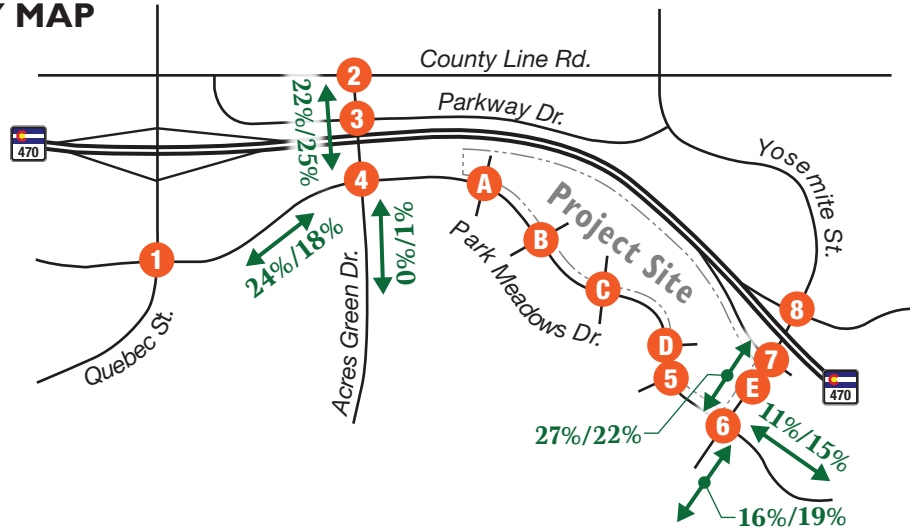
- 27 percent of the site traffic uses Yosemite Street to/from the north
- 16 percent of the site traffic uses Yosemite Street to/from the south
- 11 percent of the site traffic uses Yosemite Street to/from the east
- 22 percent of the site traffic uses Acres Green to/from the north
- 24 percent of the site traffic uses Park Meadows Drive to/from the west

Commercial Trip Distribution

- 22 percent of the site traffic uses Yosemite Street to/from the north
- 19 percent of the site traffic uses Yosemite Street to/from the south
- 15 percent of the site traffic uses Yosemite Street to/from the east
- 25 percent of the site traffic uses Acres Green to/from the north
- 1 percent of the site traffic uses Acres Green to/from the south
- 18 percent of the site traffic uses Park Meadows Drive to/from the west

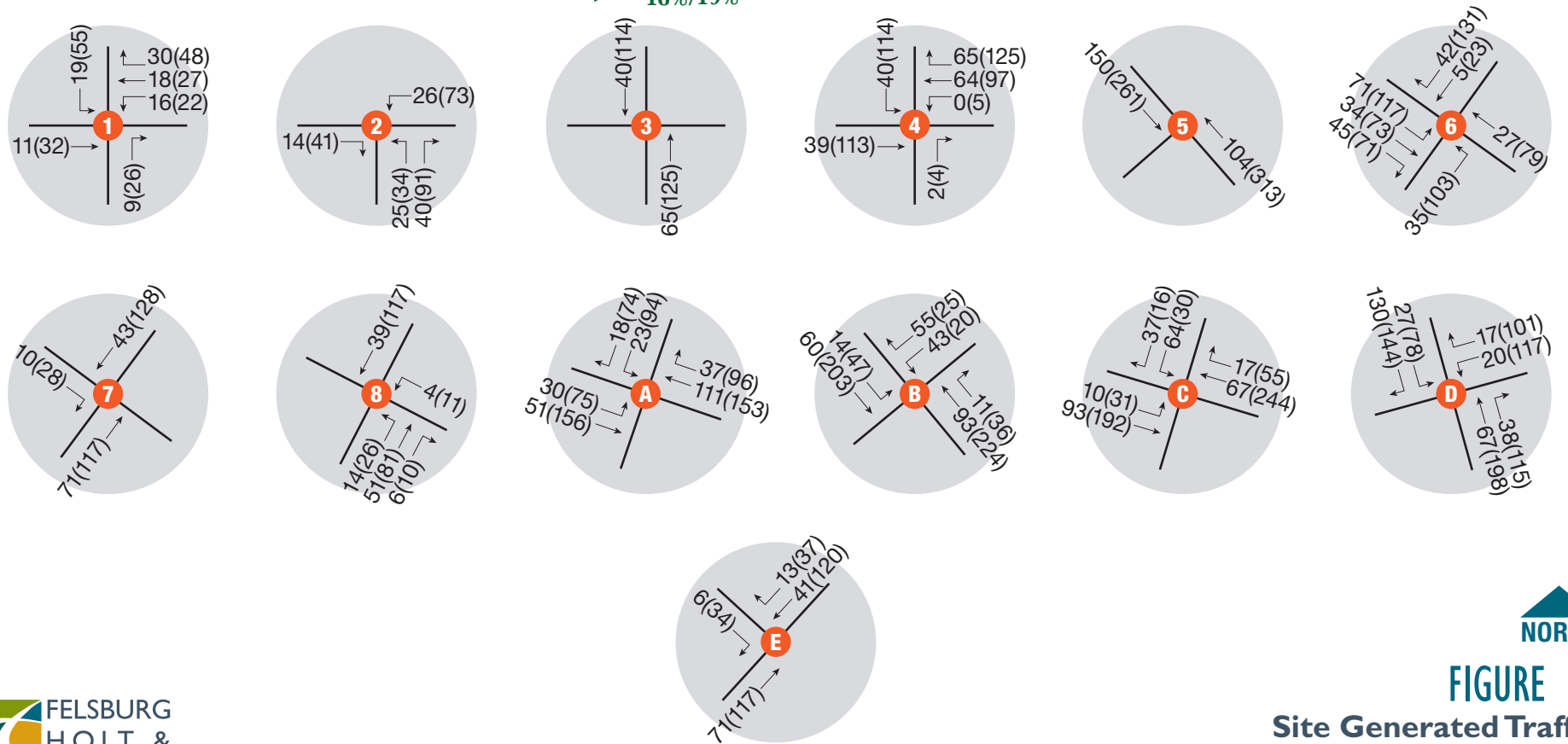
The above trip distribution patterns were applied to the site generated traffic estimates from **Table 4** to produce the site generated traffic assignment shown on **Figure 15** and **Figure 16**.

KEY MAP

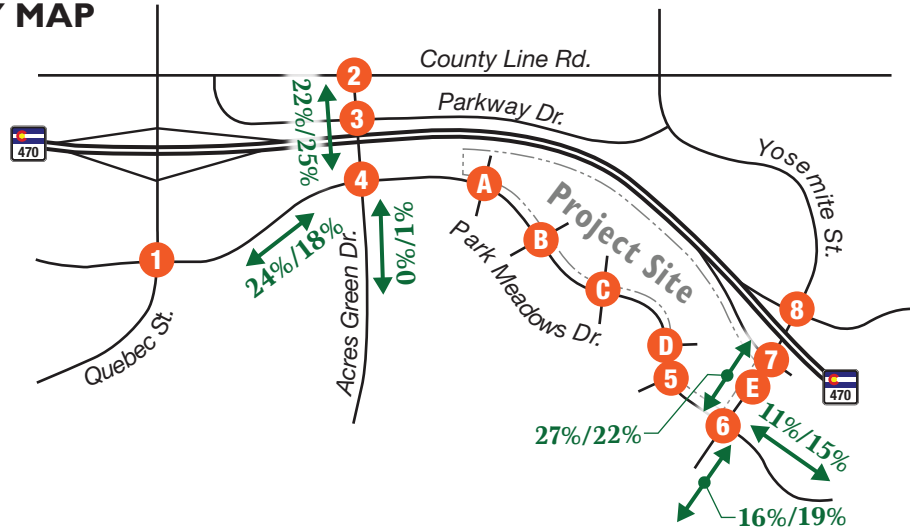


LEGEND

- XXX(XXX) = AM(PM) Peak Hour Traffic Volumes
- XX%/XX% = Residential/Commercial Distribution
- X = Study Intersection Number

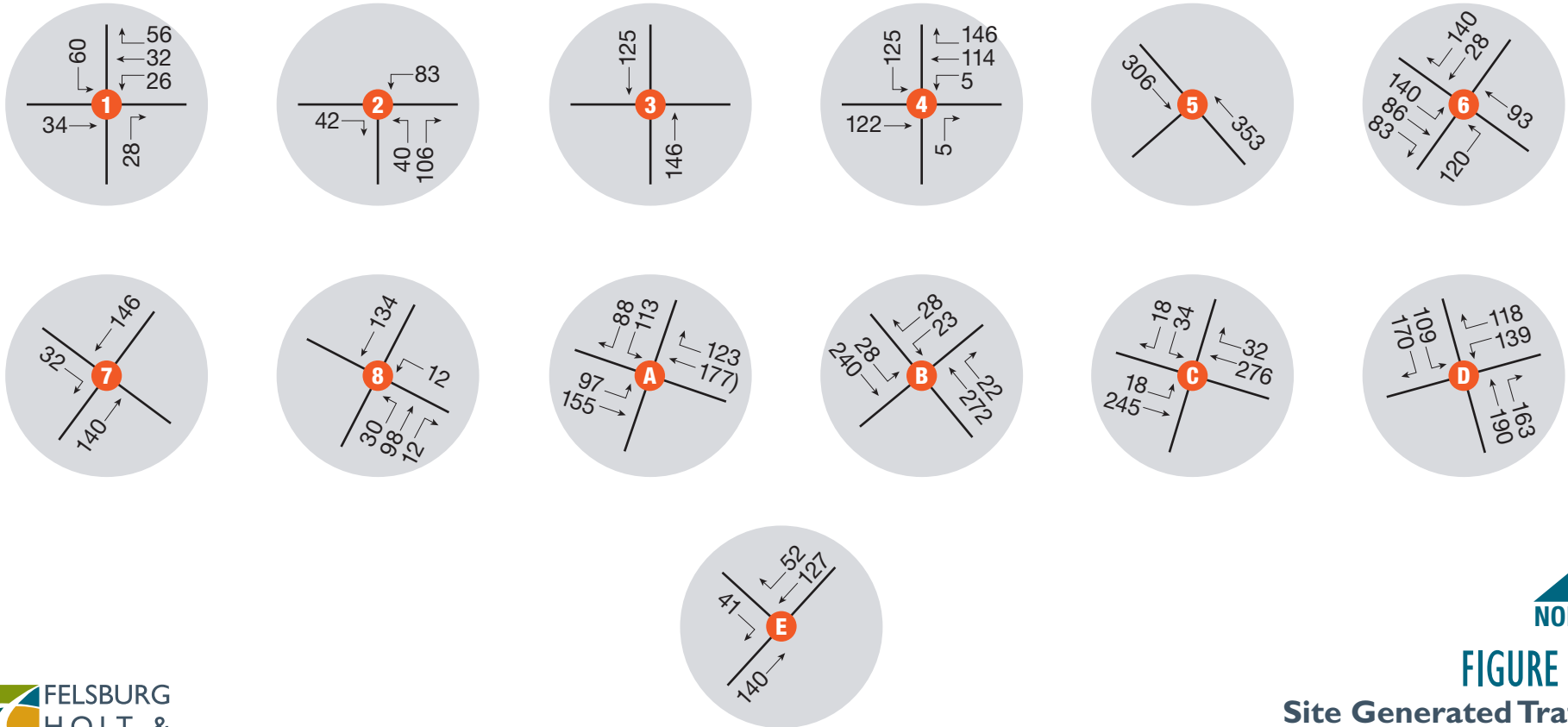


KEY MAP



LEGEND

- XXX(XXX) = AM(PM) Peak Hour Traffic Volumes
- XX%/XX% = Residential/Commercial Distribution
- X = Study Intersection Number



V. TOTAL TRAFFIC CONDITIONS

V.A. 2028 Short-Term Total

The site generated traffic volumes (**Figure 15** and **Figure 16**) were added to the 2028 background volumes to obtain the 2028 Total traffic volumes.

Level of service analyses were conducted using the above total traffic volumes and evaluated the proposed site driveways. **Table 5** includes a summary of the operational analysis and **Figure 17** thru **Figure 20** summarize the projected traffic volumes, lane geometry, and levels of service. **Appendix E** contains operational analysis worksheets. Signalized intersections are reported as the overall LOS. Unsignalized intersections (designated with an *) are reported as the worst movement LOS.

Table 5. 2028 Short-Term Total Traffic Conditions

No.	Intersection	Level of Service		
		Weekday AM	Weekday PM	Saturday Afternoon
1	Quebec/Park Meadows	E	D	F
2	Acres Green/County Line	C	C	C
3	Acres Green/Parkway	A	A	A
4	Acres Green/Park Meadows	B	C	C
5	Phillips/Park Meadows*	b	b	c
6	Yosemite/Park Meadows	D	E	E
7	Yosemite/C470 Off Ramp	B	B	C
8	Yosemite/C470 On Ramp	B	B	D
9	Park Meadows/Driveway A*	c	f	f
10	Park Meadows/Driveway B*	c	e	d
11	Park Meadows/Driveway C*	c	e	e
12	Park Meadows/Driveway D	A	B	B
13	Yosemite/Driveway E*	b	c	c

* Unsignalized intersection reported as worst movement LOS

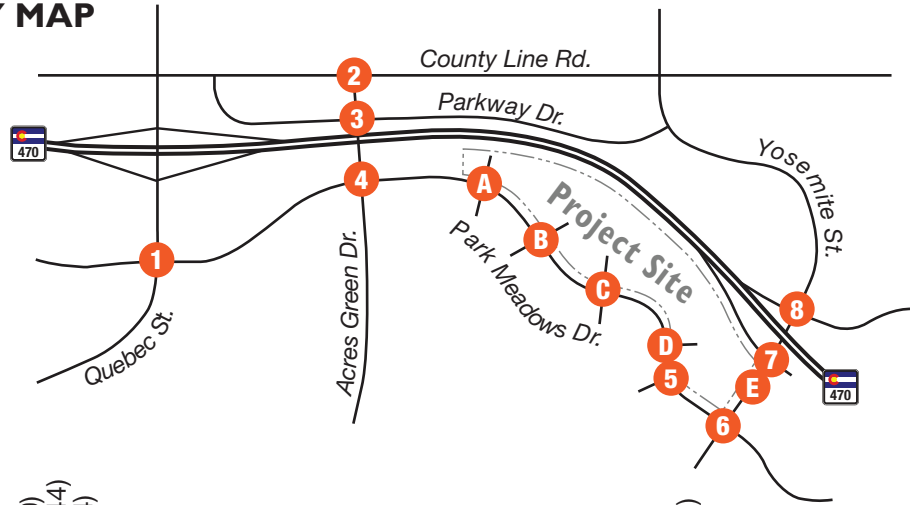
As in the Short-Term Background Condition, the following intersections are expected to operate poorly:

- Quebec Street/Park Meadows Drive operates at LOS F during the Saturday afternoon peak hour. The poor movement LOS continue to be generally left and right turns.
- Yosemite Street/Park Meadows Drive operates at LOS E during the PM peak hour. The poor movement LOS continue to be generally left and right turns.

In the Short-Term Total Condition:

- Yosemite Street/Park Meadows Drive is expected to degrade from LOS D to LOS E during the Saturday afternoon peak hour. The poor movement LOS are generally left and right turns; however, some thru movements also operate poorly. Movements over capacity with v/c greater

KEY MAP



LEGEND

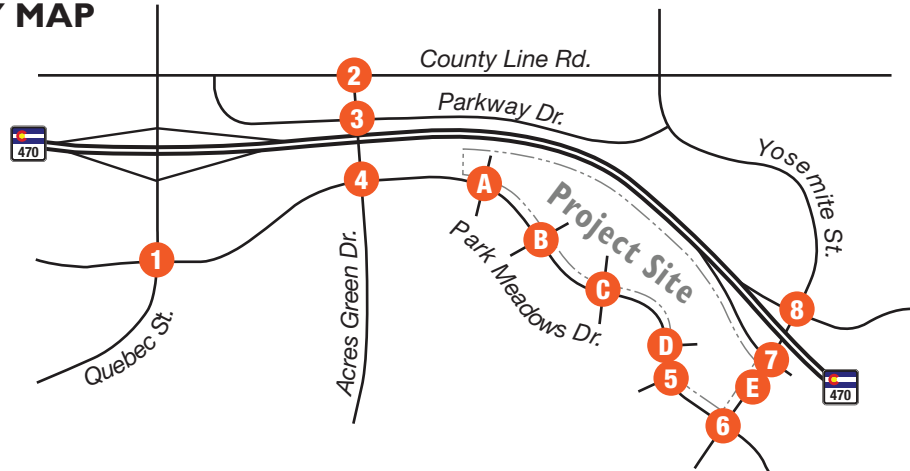
- XXX(XXX) = AM(PM) Peak Hour Traffic Volumes
- X** = Study Intersection Number



NOTE: Drawing Not to Scale

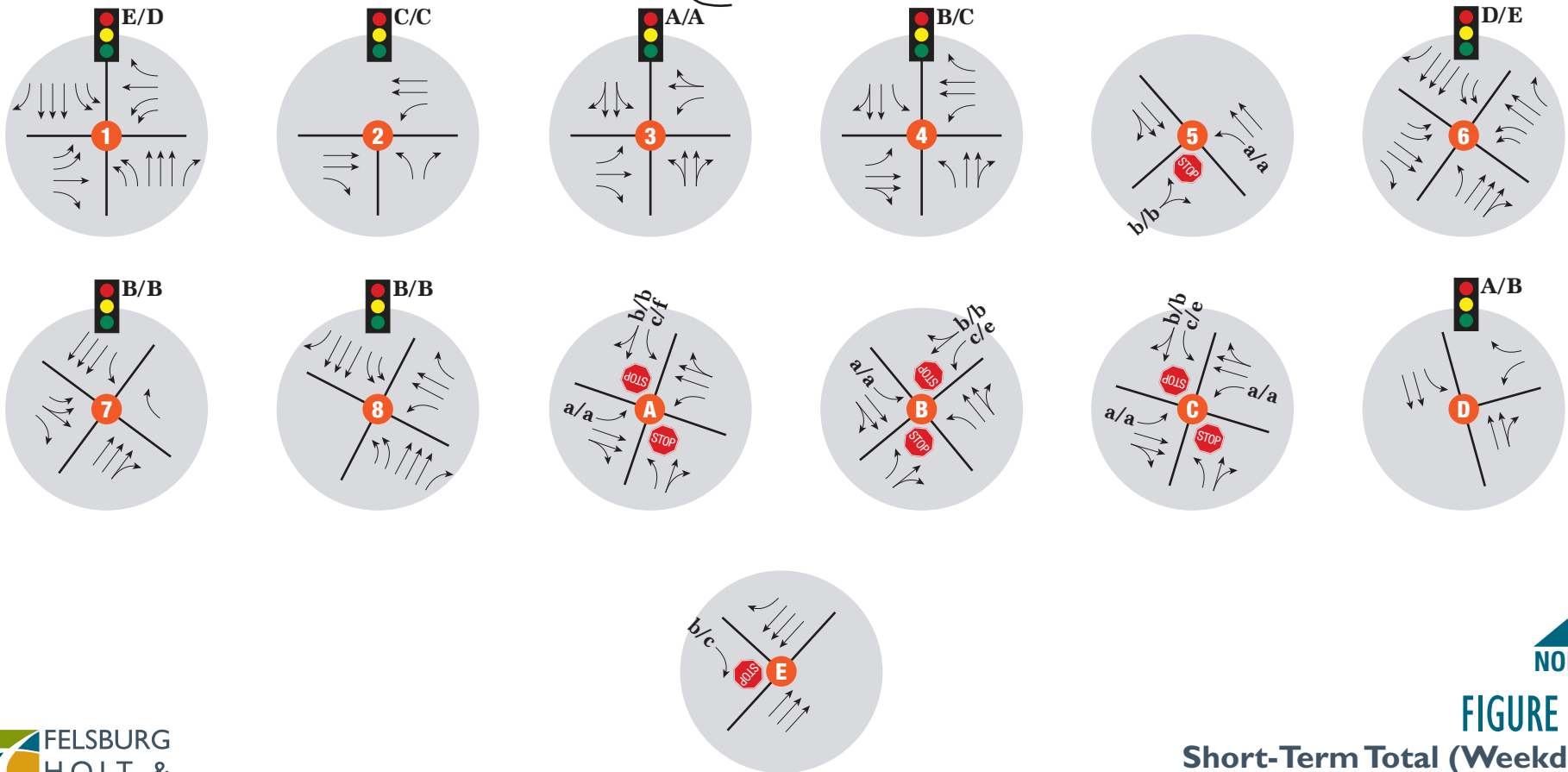


KEY MAP

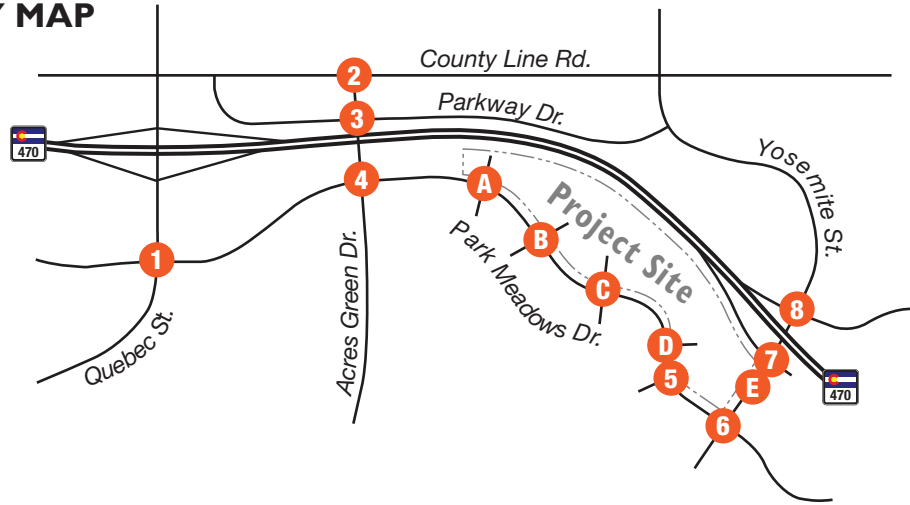


LEGEND

- X/X = AM/PM Peak Hour Signalized Intersection Level of Service
- x/x = AM/PM Peak Hour Unsignalized Intersection Level of Service
- STOP = Stop Sign
- Traffic Signal Icon = Traffic Signal
- X = Study Intersection Number



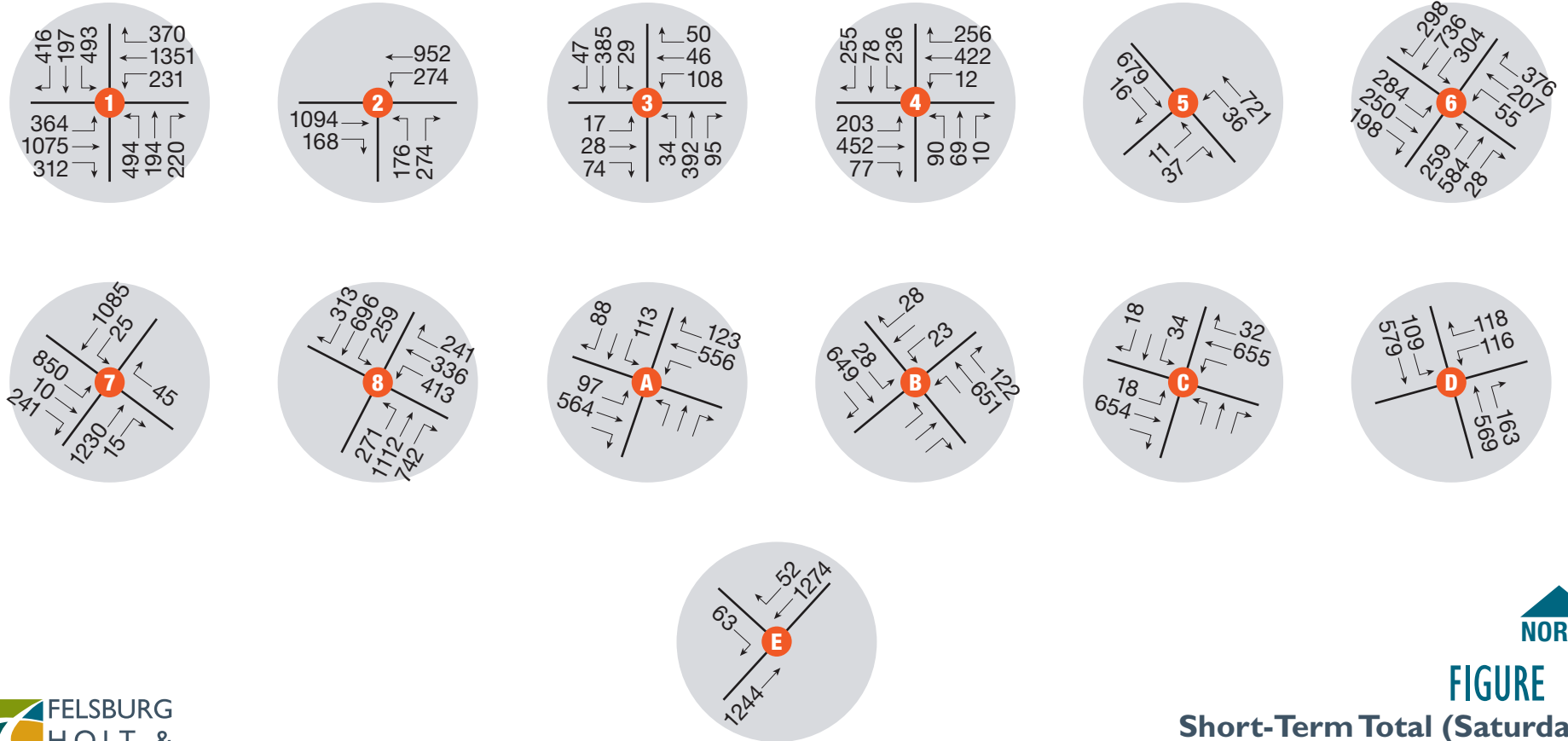
KEY MAP



LEGEND

XXX(XXX) = Saturday Peak Hour Traffic Volumes

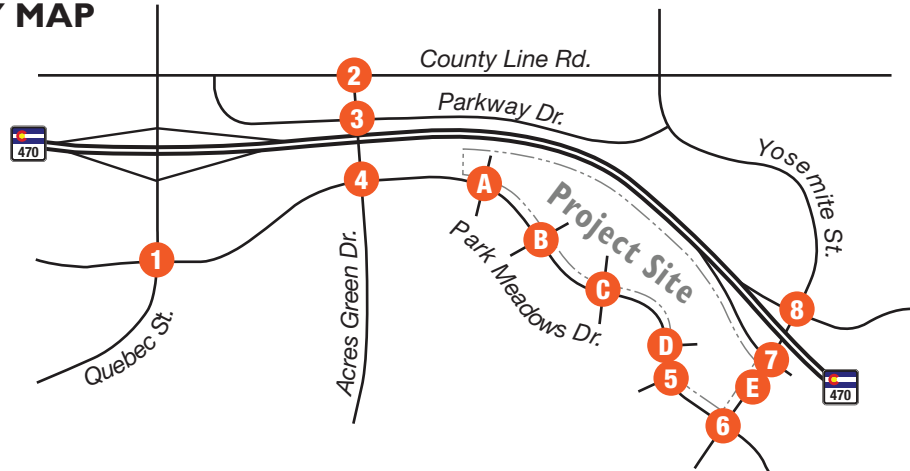
X = Study Intersection Number



NOTE: Drawing Not to Scale

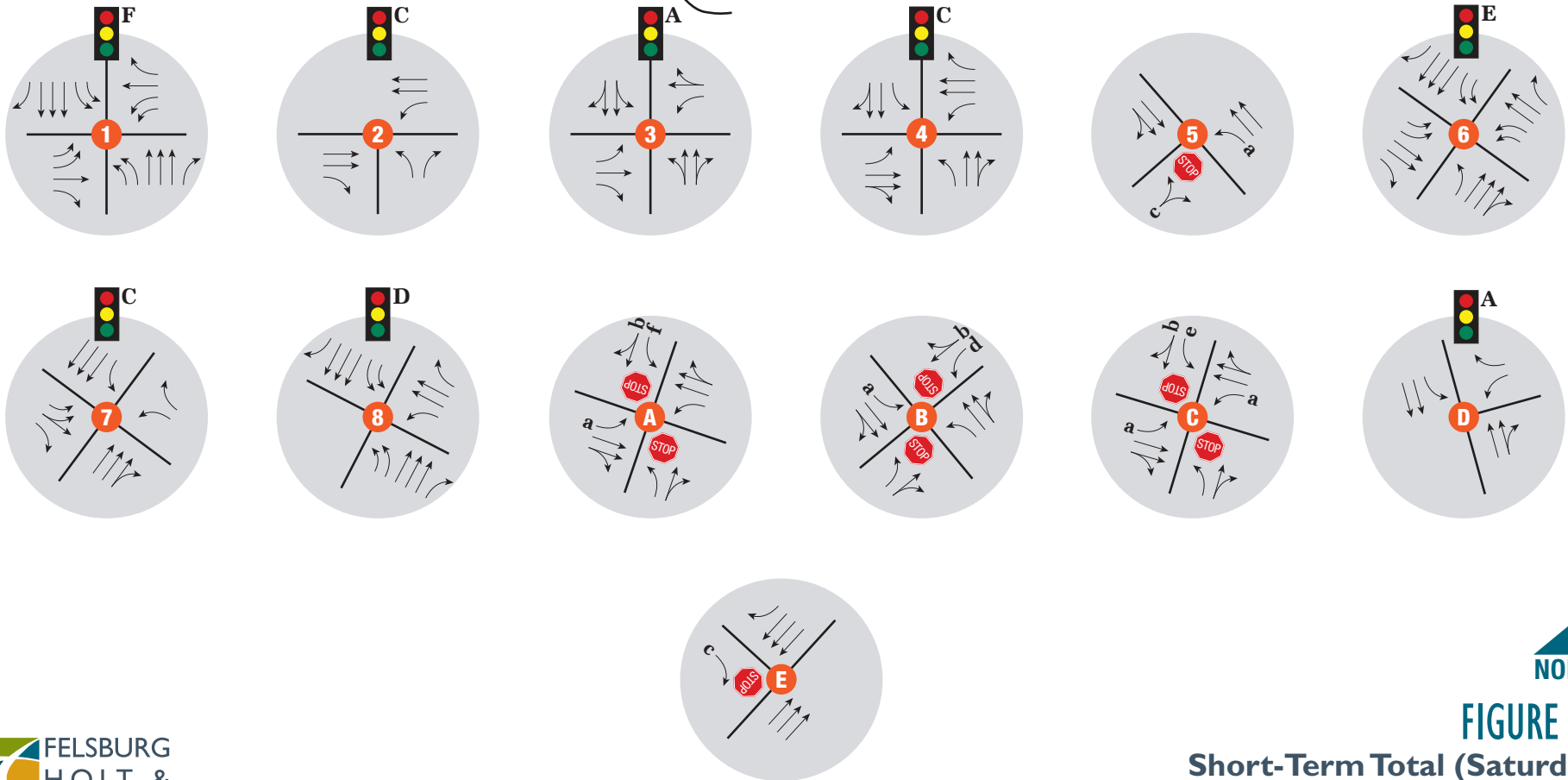


KEY MAP



LEGEND

- X = Saturday Peak Hour Signalized Intersection Level of Service
- x = Saturday Peak Hour Unsignalized Intersection Level of Service
- STOP = Stop Sign
- 🚦 = Traffic Signal
- ⓧ = Study Intersection Number



V.A. 2050 Long-Term Total

The site generated traffic volumes (**Figure 15** and **Figure 16**) were added to the 2050 Background volumes to obtain the 2050 Total traffic volumes.

Level of service analyses were conducted using the above total traffic volumes and evaluated the proposed site driveways. **Table 6** includes a summary of the operations analysis and **Figure 21** thru **Figure 24** summarize the projected traffic volumes, lane geometry, and levels of service. **Appendix F** contains operational analysis worksheets. Signalized intersections are reported as the overall LOS. Unsignalized intersections (designated with an *) are reported as the worst movement LOS.

Table 6. 2050 Long-Term Total Traffic Conditions

No.	Intersection Name	Level of Service		
		Weekday AM	Weekday PM	Saturday Afternoon
1	Quebec/Park Meadows	E	E	F
2	Acres Green/County Line	C	C	C
3	Acres Green/Parkway	A	A	A
4	Acres Green/Park Meadows	A	C	C
5	Phillips/Park Meadows*	b	c	c
6	Yosemite/Park Meadows	D	E	E
7	Yosemite/C470 Off Ramp	C	C	C
8	Yosemite/C470 On Ramp	B	B	C
9	Park Meadows/Driveway A*	c	f	f
10	Park Meadows/Driveway B*	c	e	e
11	Park Meadows/Driveway C*	c	f	e
12	Park Meadows/Driveway D	A	B	B
13	Yosemite/Driveway E*	b	c	c

* Unsignalized intersection reported as worst movement LOS

As in the Long-Term Background Condition, the following intersections are expected to operate poorly:

- Quebec Street/Park Meadows Drive operates at LOS E during the PM peak hour and LOS F during the Saturday afternoon peak hour. The poor movement LOS continue to be generally left and right turns.
- Yosemite Street/Park Meadows Drive operates at LOS E during the PM peak hour. The poor movement LOS continue to be generally left and right turns.

In the Long-Term Total Condition:

- Yosemite Street/Park Meadows Drive is expected to degrade from LOS D to LOS E during the Saturday afternoon peak hour. The poor movement LOS include left and right turns. Movements over capacity with v/c greater than 1.0 include eastbound left, northbound left, and southbound left.

V.B. Total Traffic Conditions Evaluation

The two intersections of Quebec Street/Park Meadows Drive and Yosemite Street/Park Meadows Drive have likely reached their limit and mitigation options are limited with respect to lane geometry in that each approach has dual left turns already. Yosemite Street/Park Meadows Drive was evaluated with a dedicated southbound right turn lane and improvements to delay and queueing were minimal; however, the turn lane is recommended to improve operational efficiency of the southbound approach. Modifications to signal timing parameters should be considered periodically. Significant physical improvements may be needed as traffic volumes increase to improve intersection levels of service; however, these improvements will likely be needed without the construction of Willow Creek. Optimization of cycle length and splits were tested and while operations at particular movements did improve, the intersections continued to operate poorly with overall failing LOS.

The proposed driveways are expected to operate overall acceptably, except for Park Meadows Drive and Driveway A, which would operate at LOS F during the PM peak hour and the Saturday afternoon peak hour. The minor street approaches at the driveways on Park Meadows Drive are expected to operate poorly at LOS E and F; however, queueing is minimal and only for short durations. The PM peak hour has queues of less than 175 feet and v/c less than 1.0. The RIRO intersection at Yosemite Street (Driveway E) is expected to operate acceptably.

Due to the operations at the minor street approaches, the proposed site driveways were evaluated for the need for a traffic control signal. In accordance with the *Manual of Uniform Traffic Control Devices* (MUTCD), the peak hour signal warrant was performed. Conditions were not met to warrant signalization of these intersections upon buildout of Willow Creek. The full eight-hour vehicular volume signal warrant will be needed to determine if signals are warranted at these locations. It is recommended to monitor these locations for future need for a traffic control signal.

V.C. Auxiliary Lane Evaluation at Site Driveways

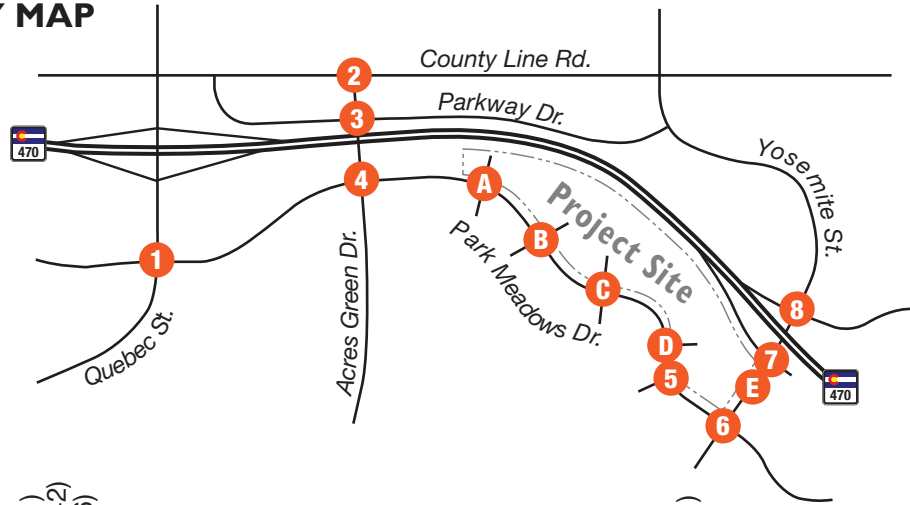
The Douglas County *Roadway Design and Construction Standards* refer to the CDOT *Roadway Design Guide* (The Guide) for auxiliary lane design criteria. The CDOT Guide advises that the storage length should be sufficiently long to store the number of vehicles likely to accumulate during a critical period.

Based on projected turning volumes and the operational analyses, storage lengths for left-turn deceleration lanes at Driveways A and D should be at least 100 feet. Storage lengths for left-turn deceleration lanes at Driveways B and C should be at least 50 feet. Due to limited availability of potential storage length on the existing roadway, deceleration lanes may need to be designed in a way to create as much storage length as possible to fit within the existing median area.

As information, the storage lengths of existing left-turn deceleration lanes in the westbound direction are approximately 100 feet and taper lengths appear to be minimal. The proposed deceleration lane dimensions can aim to match storage and taper lengths of existing deceleration lanes.

Given the context of the surrounding street network and intersection operational analyses, construction of right-turn deceleration lanes are not deemed to be needed or beneficial.

KEY MAP



LEGEND

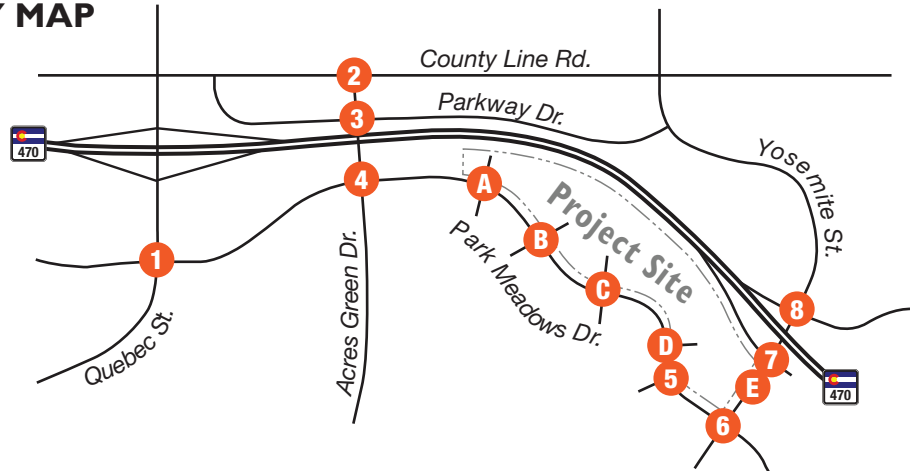
XXX(XXX) = AM(PM) Peak Hour Traffic Volumes

X = Study Intersection Number



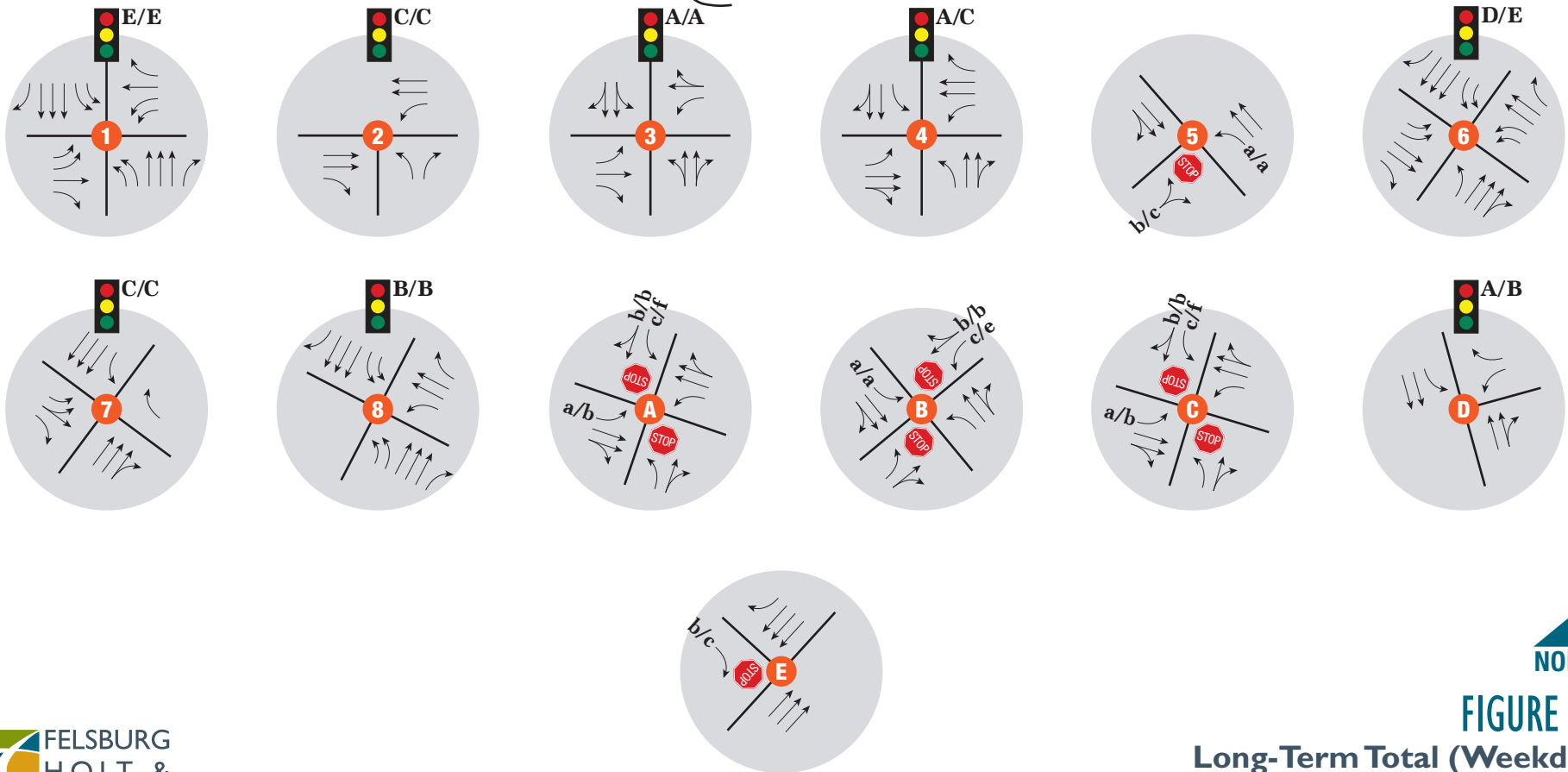
NOTE: Drawing Not to Scale

KEY MAP

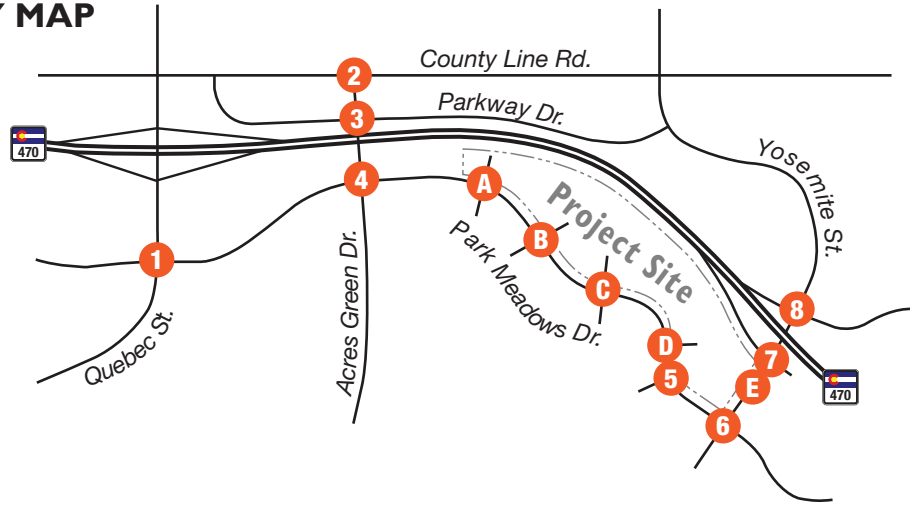


LEGEND

- X/X = AM/PM Peak Hour Signalized Intersection Level of Service
- x/x = AM/PM Peak Hour Unsignalized Intersection Level of Service
- STOP = Stop Sign
- Traffic Signal Icon = Traffic Signal
- X = Study Intersection Number



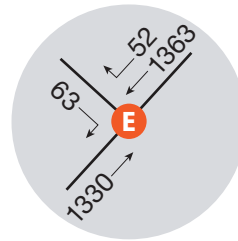
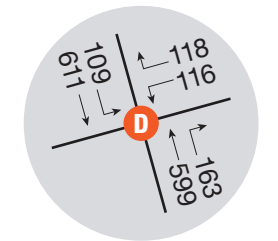
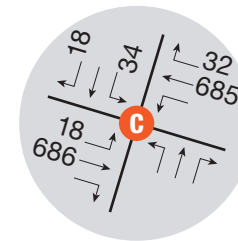
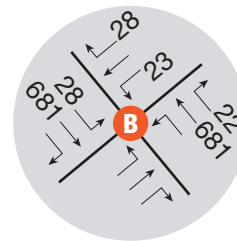
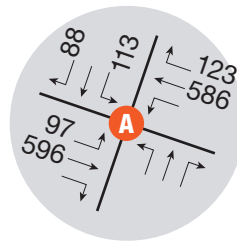
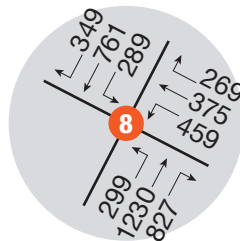
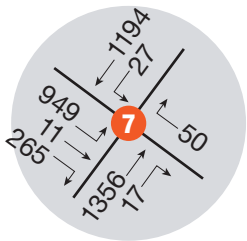
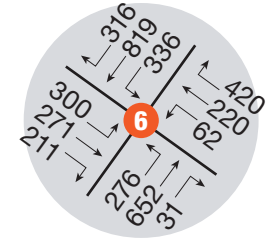
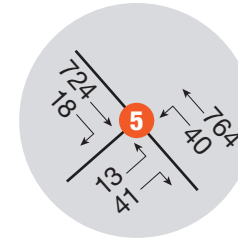
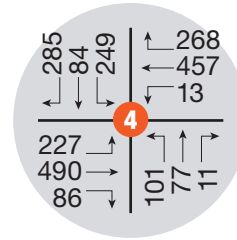
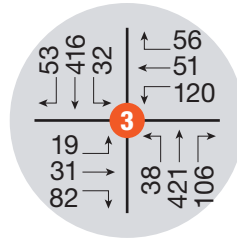
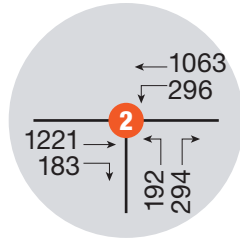
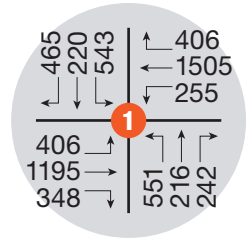
KEY MAP



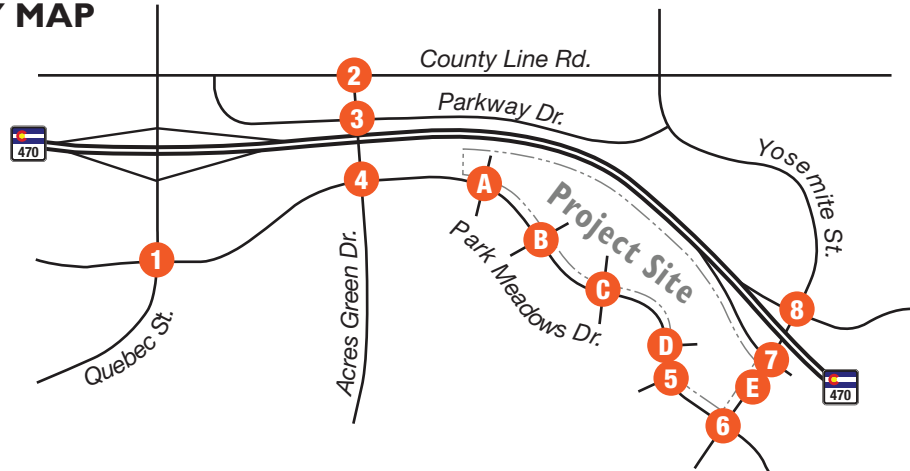
LEGEND

XXX(XXX) = Saturday Peak Hour Traffic Volumes

X = Study Intersection Number

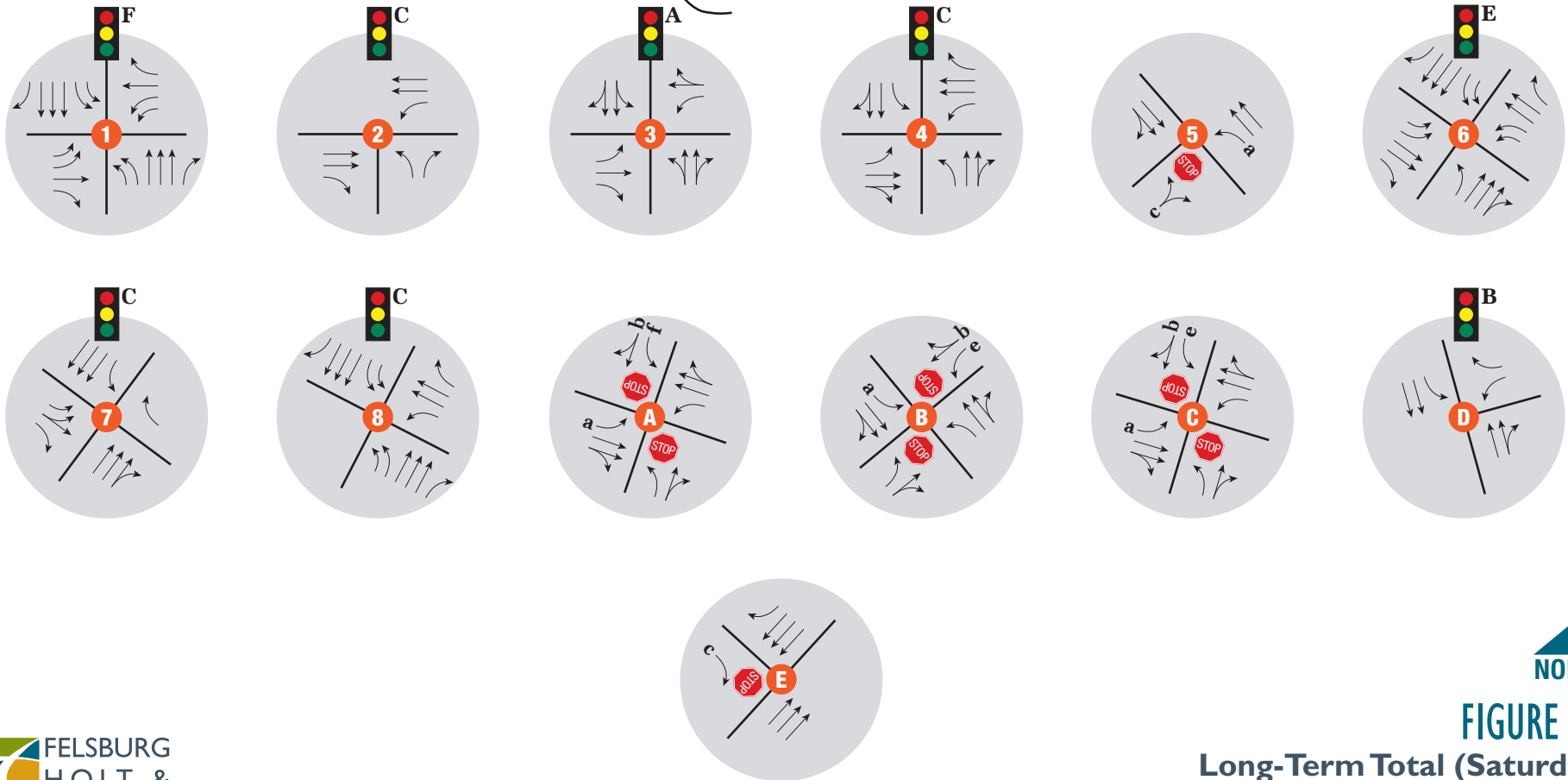


KEY MAP



LEGEND

- X = Saturday Peak Hour Signalized Intersection Level of Service
- x = Saturday Peak Hour Unsignalized Intersection Level of Service
- STOP = Stop Sign
- Traffic Signal Icon = Traffic Signal
- X = Study Intersection Number



VI. SUMMARY AND CONCLUSIONS

The Willow Creek Mixed Use District (MUD) is located west of Yosemite Street and north of Park Meadows Drive in Douglas County, Colorado. The overall master plan development area has four planning areas to include commercial and residential uses.

The proposed Willow Creek site would have a potential trip generation of 12,377 new vehicle trips per weekday, with 483 AM peak hour trips, 1,080 PM peak hour trips, and 1,242 Saturday peak hour trips.

The analyses documented in this study have considered the traffic impacts of the Willow Creek development on the adjacent roadways under two analysis years: 2028 and 2050. The following is a summary of the findings of this report:

- Existing intersections within the study area are expected to operate overall acceptably in the Total Condition, with the exception of the signalized intersections at Quebec Street/Park Meadows Drive which operates overall poorly during the AM peak hour and the Saturday afternoon peak hour, and Yosemite Street/Park Meadows Drive which operates overall poorly during the PM peak hour and the Saturday afternoon peak hour. Poor movement LOS are generally left and right turn lanes. These intersections have likely reached their limit with respect to lane geometry and mitigation options are limited in that each approach has dual left turns already. Yosemite Street/Park Meadows Drive was evaluated with a dedicated southbound right turn lane and improvements to delay and queueing were minimal; however, the turn lane is recommended to improve operational efficiency of the southbound approach. Modifications to signal timing parameters should be considered periodically. Significant physical improvements may be needed as traffic volumes increase to improve intersection levels of service; however, these improvements will likely be needed without the construction of the Willow Creek site.
- Site Driveways:
 - The intersection serving PA 1 at Park Meadows Drive and Driveway A is projected to operate at LOS F during the PM peak hour and the Saturday afternoon peak hour.
 - The intersection serving PA 3-4 at Park Meadows Drive and Driveway D is projected to operate overall acceptably as a full-access signalized intersection. As recommended in the *Park Meadows Drive Access Management Plan*, the Willow Creek Trail will be relocated to cross Park Meadows Drive at this intersection.
 - The right-in/right-out intersection at Yosemite Street and Driveway E is expected to operate acceptably.
 - All other proposed site driveways are expected to operate overall acceptably. The minor street approaches at Driveways A, B, and C on Park Meadows Drive are expected to operate poorly at LOS E and F in the PM peak hour and Saturday afternoon peak hour; however, queueing is minimal and only for short durations. The PM peak hour has queues of less than 175 feet and v/c less than 1.0. Mitigation of the poorly operating minor street left turns may be considered in future analyses.
- Conditions are not projected to be met to warrant signalization of the proposed site driveways upon buildout of Willow Creek. The full eight-hour vehicular volume signal warrant will be needed to determine if signals are warranted at these locations. It is recommended to monitor these locations for future need for a traffic control signal.

Improvements that should be specifically implemented to accommodate Willow Creek development plan include:

- A right turn deceleration lane along Yosemite Street to serve inbound movements at the site's right-in/right-out access (Driveway E). To avoid vehicle weaving with the C-470 off-ramp

intersection, the deceleration lane should begin just beyond the ramp terminal intersection. The right turn lane should continue from Driveway E to Park Meadows Drive.

- The full movement access driveways from the site onto Park Meadows Drive should be three lanes wide including one inbound lane and two outbound lanes. Driveways A, B, and C should include a dedicated left turn lane and shared thru/right lane. Driveway D should include separate left and right turn lanes. The outbound lanes should have throat length of 250 feet to accommodate expected queues.
- The right-out movement from the site onto southbound Yosemite Street (Driveway E) should include a channelized island and signage prohibiting drivers from performing rapid lane changes to turn left from southbound Yosemite Street to eastbound Park Meadows Drive.
- Sidewalks should be completed on Park Meadows Drive along the entire site frontage to accommodate pedestrian activity anticipated from this development.
- Based on projected turning volumes and the operational analyses, storage lengths for left-turn deceleration lanes on Park Meadows Drive should be at least 50-100 feet. Given the context of the surrounding street network and operations, construction of right-turn deceleration lanes is not deemed to be needed or beneficial.
- An additional site driveway may be considered on Park Meadows Drive serving PA 3. This is identified as a right-in/right-out access (Access Point 18) in the *Park Meadows Drive Access Management Plan*; however, it is recommended that this driveway be right-in only to maintain vehicular safety.
- The existing eastern Furniture Row access point is expected to be converted to a $\frac{3}{4}$ movement when the proposed access point at Driveway A is constructed.

APPENDIX A. TRAFFIC COUNTS

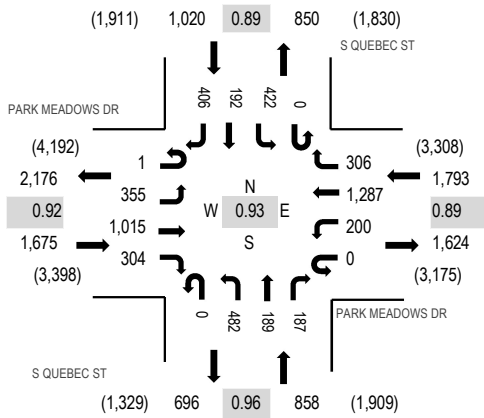
Location: 1 S QUEBEC ST & PARK MEADOWS DR Noon

Date: Saturday, March 4, 2023

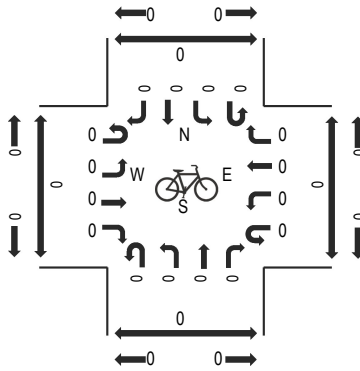
Peak Hour: 01:00 PM - 02:00 PM

Peak 15-Minutes: 01:30 PM - 01:45 PM

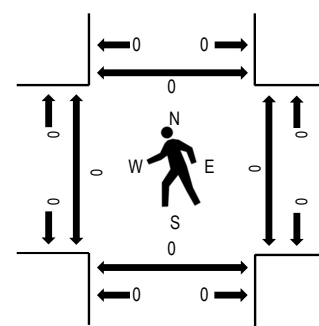
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PARK MEADOWS DR Eastbound				PARK MEADOWS DR Westbound				S QUEBEC ST Northbound				S QUEBEC ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
1:00 PM	0	94	262	80	0	54	331	75	0	110	39	44	0	103	55	107	1,354	5,346	0	0	0	0
1:15 PM	1	94	263	57	0	49	299	65	0	133	52	38	0	99	41	91	1,282	5,263	0	0	0	0
1:30 PM	0	81	264	77	0	50	368	88	0	115	57	58	0	128	49	109	1,444	5,267	0	0	0	0
1:45 PM	0	86	226	90	0	47	289	78	0	124	41	47	0	92	47	99	1,266	5,089	0	0	0	0
2:00 PM	0	132	249	36	0	54	250	49	0	147	66	45	0	93	62	88	1,271	5,180	0	0	0	0
2:15 PM	0	109	268	47	2	57	258	56	0	138	88	32	0	82	67	82	1,286		0	0	0	0
2:30 PM	0	97	260	58	1	49	289	43	0	146	79	35	0	76	53	80	1,266		0	0	0	0
2:45 PM	1	116	293	57	0	45	310	52	0	140	93	42	0	73	48	87	1,357		0	0	0	0
Count Total	2	809	2,085	502	3	405	2,394	506	0	1,053	515	341	0	746	422	743	10,526		0	0	0	0
Peak Hour	1	355	1,015	304	0	200	1,287	306	0	482	189	187	0	422	192	406	5,346		0	0	0	0

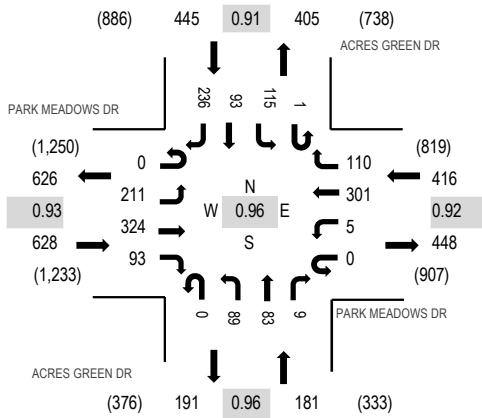
Location: 4 ACRES GREEN DR & PARK MEADOWS DR Noon

Date: Saturday, March 4, 2023

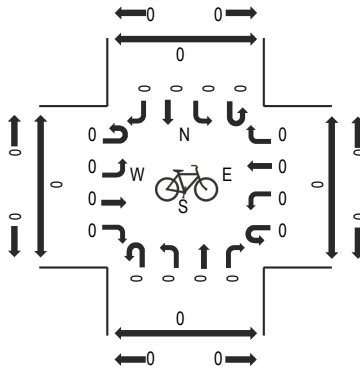
Peak Hour: 01:45 PM - 02:45 PM

Peak 15-Minutes: 02:00 PM - 02:15 PM

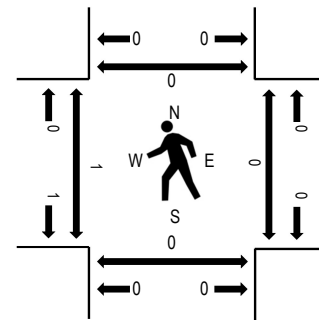
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PARK MEADOWS DR Eastbound				PARK MEADOWS DR Westbound				ACRES GREEN DR Northbound				ACRES GREEN DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
1:00 PM	0	40	81	18	0	0	72	33	0	29	18	1	0	26	22	60	400	1,602	0	0	1	0
1:15 PM	0	52	77	23	0	2	64	27	0	15	6	2	0	30	24	57	379	1,637	0	0	0	0
1:30 PM	0	38	84	21	0	3	83	19	0	23	20	1	0	28	17	76	413	1,663	0	0	0	0
1:45 PM	0	68	80	13	0	2	81	28	0	21	23	1	0	24	13	56	410	1,670	1	0	0	0
2:00 PM	0	51	75	34	0	0	78	27	0	27	17	1	0	27	26	72	435	1,669	0	0	0	0
2:15 PM	0	41	92	27	0	1	62	24	0	21	21	5	0	34	23	54	405		0	0	0	0
2:30 PM	0	51	77	19	0	2	80	31	0	20	22	2	1	30	31	54	420		0	0	0	0
2:45 PM	1	40	98	32	0	2	74	24	0	17	16	4	0	27	21	53	409		0	0	0	0
Count Total	1	381	664	187	0	12	594	213	0	173	143	17	1	226	177	482	3,271		1	0	1	0
Peak Hour	0	211	324	93	0	5	301	110	0	89	83	9	1	115	93	236	1,670		1	0	0	0

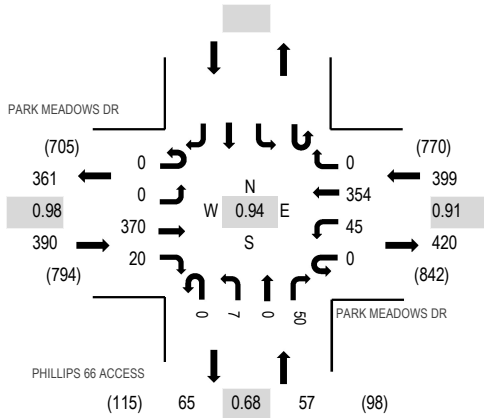
Location: 5 PHILLIPS 66 ACCESS & PARK MEADOWS DR Noon

Date: Saturday, March 4, 2023

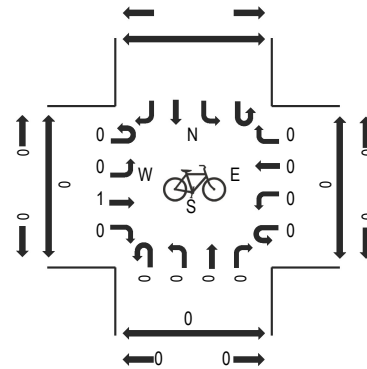
Peak Hour: 01:30 PM - 02:30 PM

Peak 15-Minutes: 01:30 PM - 01:45 PM

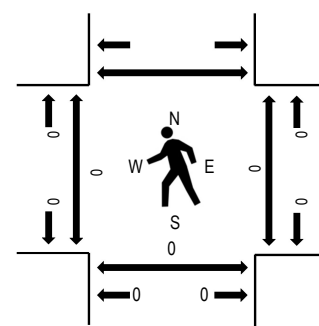
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PARK MEADOWS DR Eastbound				PARK MEADOWS DR Westbound				PHILLIPS 66 ACCESS Northbound				Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
	1:00 PM	0	0	96	3	0	7	80	0	0	5	0	8							199	840	0
1:15 PM	0	0	98	4	0	9	85	0	0	1	0	9					206	844	0	0	0	
1:30 PM	0	0	93	6	0	11	102	0	0	3	0	9					224	846	0	0	0	
1:45 PM	0	0	96	3	0	8	92	0	0	2	0	10					211	820	0	0	0	
2:00 PM	0	0	80	6	0	16	89	0	0	1	0	11					203	822	0	0	0	
2:15 PM	0	0	101	5	0	10	71	0	0	1	0	20					208		0	0	0	
2:30 PM	0	0	90	5	0	11	83	0	0	2	0	7					198		0	0	0	
2:45 PM	0	0	106	2	0	9	87	0	0	1	0	8					213		0	0	2	
Count Total	0	0	760	34	0	81	689	0	0	16	0	82					1,662		0	0	2	
Peak Hour	0	0	370	20	0	45	354	0	0	7	0	50					846		0	0	0	

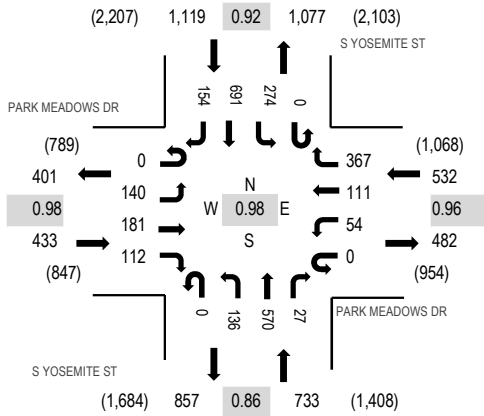
Location: 6 S YOSEMITE ST & PARK MEADOWS DR Noon

Date: Saturday, March 4, 2023

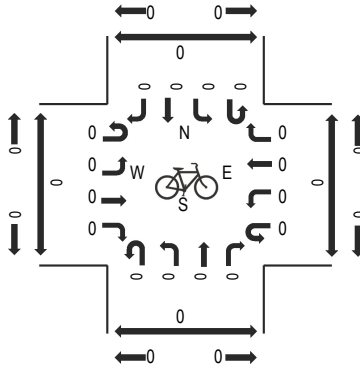
Peak Hour: 01:00 PM - 02:00 PM

Peak 15-Minutes: 01:45 PM - 02:00 PM

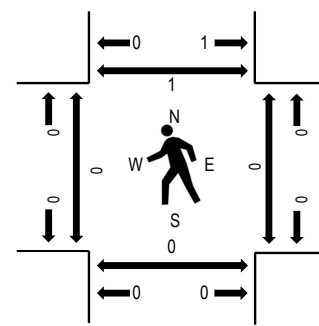
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PARK MEADOWS DR Eastbound				PARK MEADOWS DR Westbound				S YOSEMITE ST Northbound				S YOSEMITE ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
	1:00 PM	0	32	44	35	0	15	20	95	0	35	174	5	0	65	150			33	703	2,817	0
1:15 PM	0	30	57	23	0	14	32	89	0	27	137	8	0	79	165	38	699	2,803	0	0	0	0
1:30 PM	0	35	39	32	0	15	32	80	0	38	143	8	0	60	174	43	699	2,765	0	0	0	1
1:45 PM	0	43	41	22	0	10	27	103	0	36	116	6	0	70	202	40	716	2,746	0	0	0	0
2:00 PM	0	36	38	27	0	11	30	94	0	36	133	11	0	70	162	41	689	2,713	0	0	0	1
2:15 PM	0	38	41	27	0	16	22	85	0	33	122	10	0	73	163	31	661		0	0	0	0
2:30 PM	0	30	32	20	0	11	29	100	0	38	138	9	0	69	172	32	680		0	0	0	0
2:45 PM	0	44	41	40	0	17	35	86	0	20	120	5	0	73	161	41	683		0	0	0	0
Count Total	0	288	333	226	0	109	227	732	0	263	1,083	62	0	559	1,349	299	5,530		0	0	0	2
Peak Hour	0	140	181	112	0	54	111	367	0	136	570	27	0	274	691	154	2,817		0	0	0	1

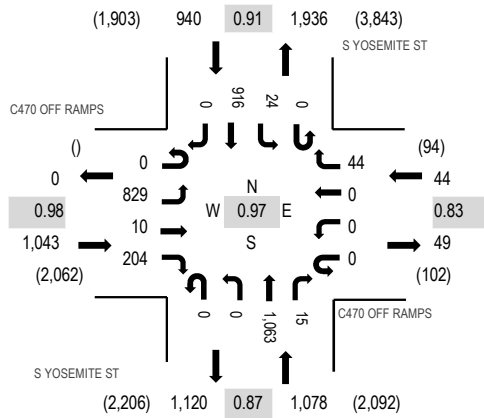
Location: 7 S YOSEMITE ST & C470 OFF RAMPS Noon

Date: Saturday, March 4, 2023

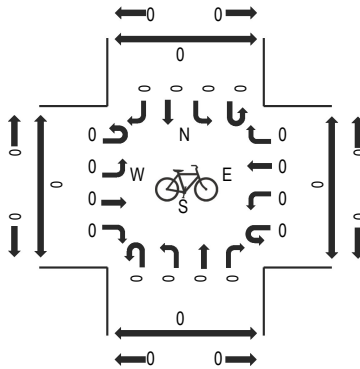
Peak Hour: 01:00 PM - 02:00 PM

Peak 15-Minutes: 01:45 PM - 02:00 PM

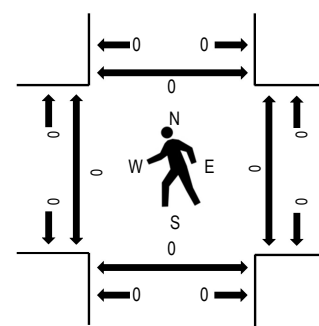
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	C470 OFF RAMPS Eastbound				C470 OFF RAMPS Westbound				S YOSEMITE ST Northbound				S YOSEMITE ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
1:00 PM	0	203	2	60	0	0	0	7	0	0	305	4	0	6	187	0	774	3,105	0	0	0	0
1:15 PM	0	213	4	43	0	0	0	12	0	0	250	5	0	5	240	0	772	3,057	0	0	0	0
1:30 PM	0	206	3	56	0	0	0	14	0	0	252	2	0	5	222	0	760	3,031	0	0	0	0
1:45 PM	0	207	1	45	0	0	0	11	0	0	256	4	0	8	267	0	799	3,075	0	0	0	0
2:00 PM	0	172	5	29	0	0	0	13	0	0	255	3	0	6	243	0	726	3,046	0	0	0	0
2:15 PM	0	216	2	39	0	0	0	10	0	0	241	3	0	5	230	0	746		0	0	0	0
2:30 PM	0	244	4	37	0	0	0	15	0	0	260	2	0	9	233	0	804		0	0	0	0
2:45 PM	0	224	4	43	0	0	0	12	0	0	245	5	0	5	232	0	770		0	0	0	0
Count Total	0	1,685	25	352	0	0	0	94	0	0	2,064	28	0	49	1,854	0	6,151		0	0	0	0
Peak Hour	0	829	10	204	0	0	0	44	0	0	1,063	15	0	24	916	0	3,105		0	0	0	0

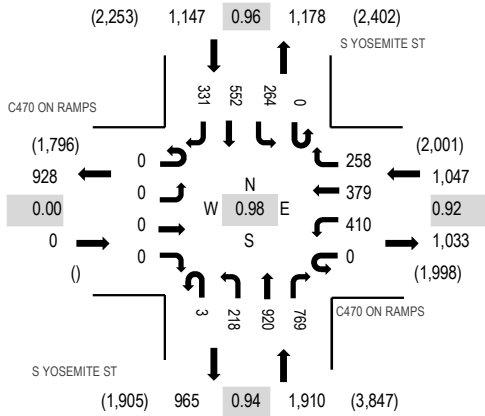
Location: 8 S YOSEMITE ST & C470 ON RAMPS Noon

Date: Saturday, March 4, 2023

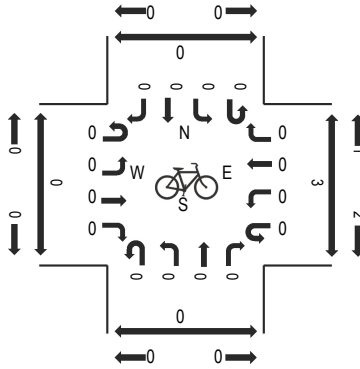
Peak Hour: 02:00 PM - 03:00 PM

Peak 15-Minutes: 02:30 PM - 02:45 PM

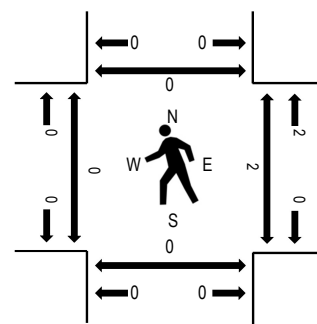
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	C470 ON RAMPS Eastbound				C470 ON RAMPS Westbound				S YOSEMITE ST Northbound				S YOSEMITE ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
1:00 PM	0	0	0	0	0	78	79	63	0	58	275	182	0	70	115	85	1,005	3,997	0	4	0	0
1:15 PM	0	0	0	0	0	96	87	59	0	43	261	171	0	67	149	78	1,011	3,999	0	0	0	0
1:30 PM	0	0	0	0	0	92	95	60	1	74	219	179	0	65	134	75	994	4,024	0	0	0	0
1:45 PM	0	0	0	0	0	125	67	53	0	60	234	180	0	51	150	67	987	4,081	0	2	0	0
2:00 PM	0	0	0	0	0	104	108	64	2	43	209	188	0	64	145	80	1,007	4,104	0	2	0	0
2:15 PM	0	0	0	0	0	111	120	58	0	73	214	180	0	76	123	81	1,036		0	0	0	0
2:30 PM	0	0	0	0	0	103	80	68	1	51	261	207	0	63	139	78	1,051		0	0	0	0
2:45 PM	0	0	0	0	0	92	71	68	0	51	236	194	0	61	145	92	1,010		0	0	0	0
Count Total	0	0	0	0	0	801	707	493	4	453	1,909	1,481	0	517	1,100	636	8,101		0	8	0	0
Peak Hour	0	0	0	0	0	410	379	258	3	218	920	769	0	264	552	331	4,104		0	2	0	0

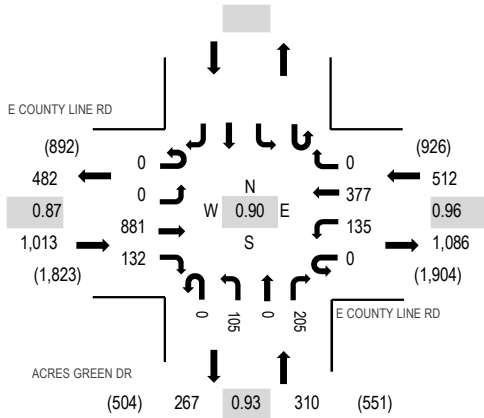
Location: 2 ACRES GREEN DR & E COUNTY LINE RD AM

Date: Thursday, March 2, 2023

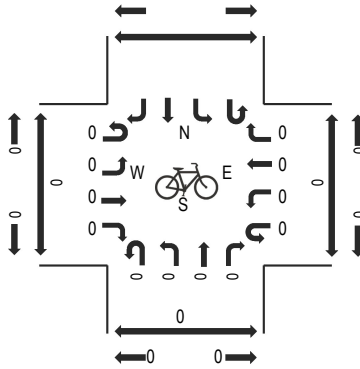
Peak Hour: 07:45 AM - 08:45 AM

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

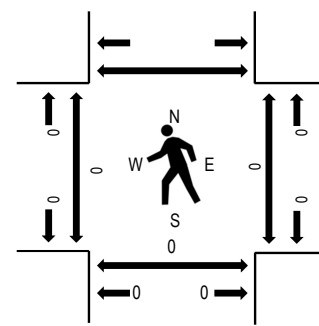
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	E COUNTY LINE RD Eastbound				E COUNTY LINE RD Westbound				ACRES GREEN DR Northbound				Southbound				Total	Rolling Hour	Pedestrian Crossings						
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North			
	7:00 AM	0	0	128	24	0	25	74	0	0	9	0	28	0	0	0			0	0	0	0	0	288	1,608
7:15 AM	0	0	193	28	0	17	65	0	0	28	0	43	0	0	0	0	0	0	0	0	374	1,788	0	0	0
7:30 AM	0	0	197	44	0	28	84	0	0	32	0	53	0	0	0	0	0	0	0	0	438	1,834	0	0	0
7:45 AM	0	0	254	37	0	45	87	0	0	29	0	56	0	0	0	0	0	0	0	0	508	1,835	0	0	0
8:00 AM	0	0	240	21	0	39	94	0	0	22	0	52	0	0	0	0	0	0	0	0	468	1,692	0	0	0
8:15 AM	0	0	184	39	0	27	101	0	0	27	0	42	0	0	0	0	0	0	0	0	420		0	0	0
8:30 AM	0	0	203	35	0	24	95	0	0	27	0	55	0	0	0	0	0	0	0	0	439		0	0	0
8:45 AM	0	0	151	45	0	26	95	0	0	23	0	25	0	0	0	0	0	0	0	0	365		0	0	0
Count Total	0	0	1,550	273	0	231	695	0	0	197	0	354	0	0	0	0	0	0	0	0	3,300		0	0	0
Peak Hour	0	0	881	132	0	135	377	0	0	105	0	205	0	0	0	0	0	0	0	0	1,835		0	0	0

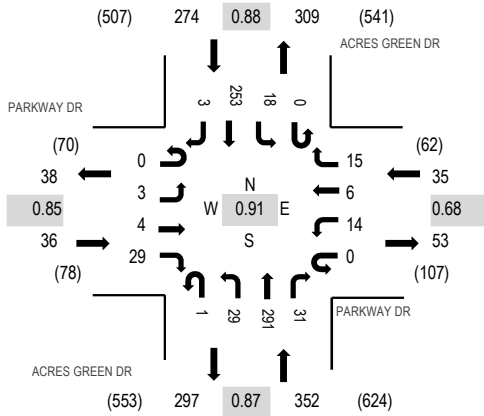
Location: 3 ACRES GREEN DR & PARKWAY DR AM

Date: Thursday, March 2, 2023

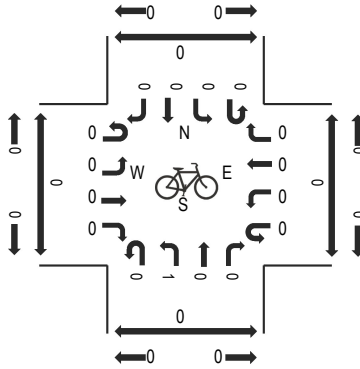
Peak Hour: 07:45 AM - 08:45 AM

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

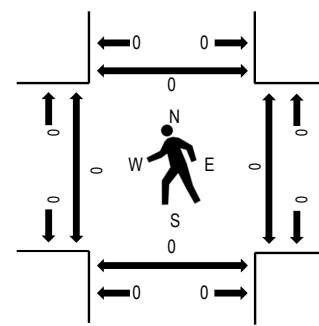
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PARKWAY DR Eastbound				PARKWAY DR Westbound				ACRES GREEN DR Northbound				ACRES GREEN DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	1	3	9	0	0	1	1	0	3	36	4	0	5	43	0	106	609	0	0	0	0
7:15 AM	0	0	1	11	0	1	2	3	0	6	63	6	0	3	40	0	136	667	0	0	0	0
7:30 AM	0	0	3	4	0	1	1	0	0	9	85	3	0	7	63	0	176	691	0	0	0	0
7:45 AM	0	0	1	11	0	3	2	1	1	4	82	5	0	5	76	0	191	697	0	0	0	0
8:00 AM	0	0	1	4	0	1	2	4	0	11	70	7	0	5	59	0	164	662	0	0	0	0
8:15 AM	0	2	2	8	0	3	1	4	0	5	60	6	0	1	67	1	160		0	0	0	0
8:30 AM	0	1	0	6	0	7	1	6	0	9	79	13	0	7	51	2	182		0	0	0	0
8:45 AM	0	0	2	8	0	10	2	5	0	7	38	12	0	5	66	1	156		0	0	0	0
Count Total	0	4	13	61	0	26	12	24	1	54	513	56	0	38	465	4	1,271		0	0	0	0
Peak Hour	0	3	4	29	0	14	6	15	1	29	291	31	0	18	253	3	697		0	0	0	0

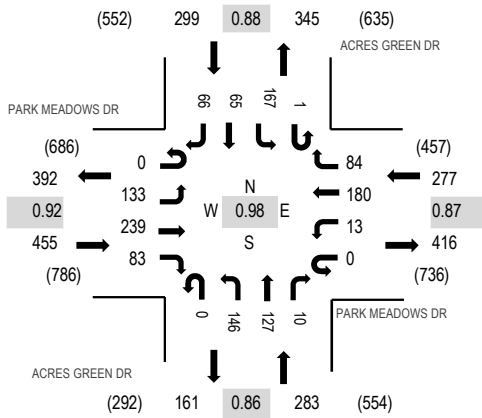
Location: 4 ACRES GREEN DR & PARK MEADOWS DR AM

Date: Thursday, March 2, 2023

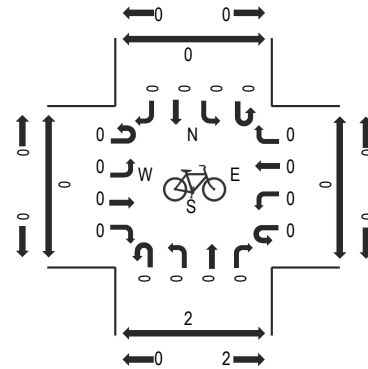
Peak Hour: 07:30 AM - 08:30 AM

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

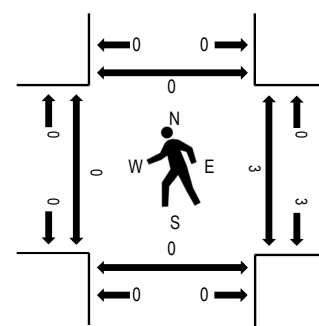
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians

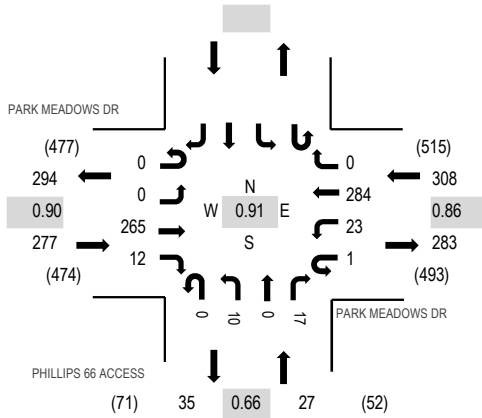


Note: Total study counts contained in parentheses.

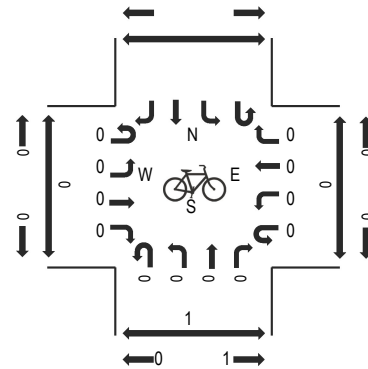
Traffic Counts - Motorized Vehicles

Interval Start Time	PARK MEADOWS DR Eastbound				PARK MEADOWS DR Westbound				ACRES GREEN DR Northbound				ACRES GREEN DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	10	26	6	0	4	16	5	0	34	26	2	0	29	15	5	178	1,101	0	0	0	0
7:15 AM	0	28	46	14	0	2	25	21	0	41	33	3	0	40	6	9	268	1,257	0	0	0	0
7:30 AM	0	29	57	12	0	2	54	23	0	37	44	5	0	44	13	12	332	1,314	0	1	0	0
7:45 AM	0	39	66	13	0	1	36	24	0	31	27	1	1	47	16	21	323	1,292	0	1	0	0
8:00 AM	0	38	55	22	0	3	56	21	0	42	28	3	0	33	17	16	334	1,248	0	0	0	0
8:15 AM	0	27	61	36	0	7	34	16	0	36	28	1	0	43	19	17	325		0	1	0	0
8:30 AM	0	34	40	26	0	1	28	22	0	43	43	7	0	29	20	17	310		1	1	0	0
8:45 AM	0	29	53	19	0	3	29	24	0	23	15	1	0	44	15	24	279		0	0	0	0
Count Total	0	234	404	148	0	23	278	156	0	287	244	23	1	309	121	121	2,349		1	4	0	0
Peak Hour	0	133	239	83	0	13	180	84	0	146	127	10	1	167	65	66	1,314		0	3	0	0

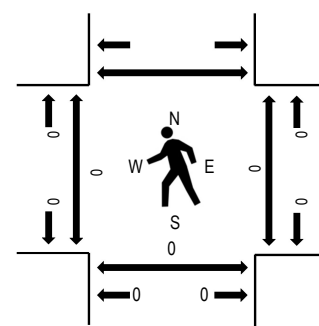
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PARK MEADOWS DR Eastbound				PARK MEADOWS DR Westbound				PHILLIPS 66 ACCESS Northbound				Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	33	1	0	6	21	0	0	1	0	4					66	488	0	0	0	
7:15 AM	0	0	46	3	0	7	52	0	0	1	0	8					117	591	0	0	1	
7:30 AM	0	0	56	3	0	6	84	0	0	5	0	0					154	612	0	0	0	
7:45 AM	0	0	77	0	0	4	66	0	0	1	0	3					151	566	0	0	0	
8:00 AM	0	0	63	6	0	9	80	0	0	3	0	8					169	553	0	0	0	
8:15 AM	0	0	69	3	1	4	54	0	0	1	0	6					138		0	0	0	
8:30 AM	0	0	44	4	1	6	51	0	0	0	0	2					108		0	0	0	
8:45 AM	0	0	64	2	0	7	56	0	0	1	0	8					138		0	0	0	
Count Total	0	0	452	22	2	49	464	0	0	13	0	39					1,041		0	0	1	
Peak Hour	0	0	265	12	1	23	284	0	0	10	0	17					612		0	0	0	

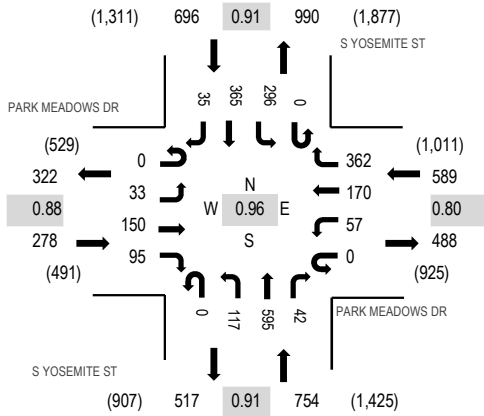
Location: 6 S YOSEMITE ST & PARK MEADOWS DR AM

Date: Thursday, March 2, 2023

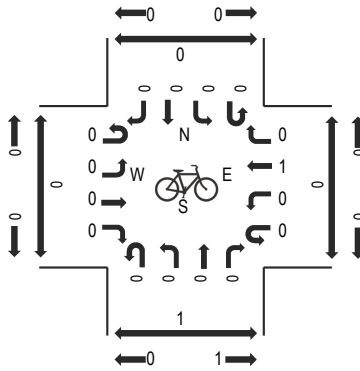
Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:30 AM - 07:45 AM

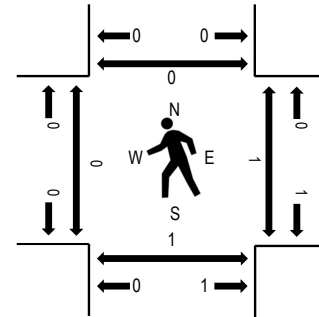
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PARK MEADOWS DR Eastbound				PARK MEADOWS DR Westbound				S YOSEMITE ST Northbound				S YOSEMITE ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	3	22	9	0	5	17	65	0	5	108	4	0	51	61	8	358	2,070	0	0	0	0
7:15 AM	0	5	39	13	0	7	27	90	0	23	138	5	0	95	62	10	514	2,303	0	1	1	0
7:30 AM	0	5	31	18	0	6	47	130	0	36	135	9	0	85	90	9	601	2,317	0	0	0	0
7:45 AM	0	9	39	31	0	11	28	82	0	29	162	12	0	71	110	13	597	2,233	0	0	0	0
8:00 AM	0	13	37	21	0	18	60	77	0	27	167	9	0	67	90	5	591	2,168	0	1	1	0
8:15 AM	0	6	43	25	0	22	35	73	0	25	131	12	0	73	75	8	528		0	0	0	0
8:30 AM	0	14	20	16	0	10	23	73	0	23	175	18	0	65	72	8	517		0	0	0	0
8:45 AM	0	12	32	28	0	9	21	75	0	34	129	9	0	77	98	8	532		1	0	2	0
Count Total	0	67	263	161	0	88	258	665	0	202	1,145	78	0	584	658	69	4,238		1	2	4	0
Peak Hour	0	33	150	95	0	57	170	362	0	117	595	42	0	296	365	35	2,317		0	1	1	0

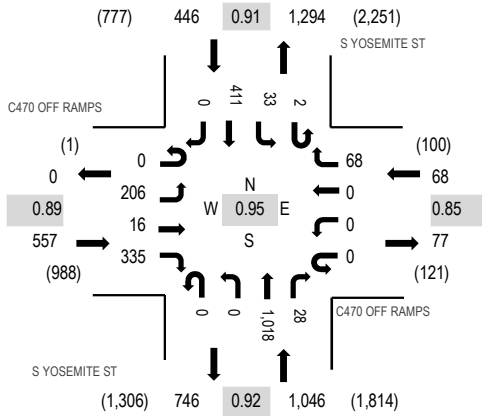
Location: 7 S YOSEMITE ST & C470 OFF RAMPS AM

Date: Thursday, March 2, 2023

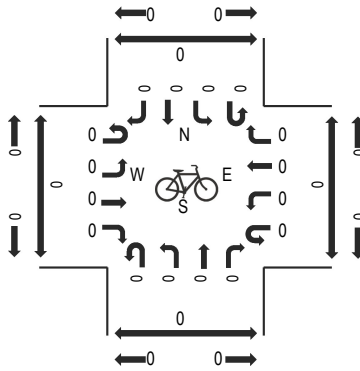
Peak Hour: 07:15 AM - 08:15 AM

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

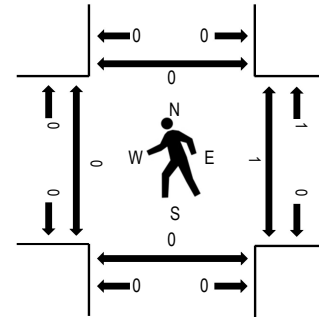
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	C470 OFF RAMPS Eastbound				C470 OFF RAMPS Westbound				S YOSEMITE ST Northbound				S YOSEMITE ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	36	2	69	0	0	0	8	0	0	178	6	0	8	68	0	375	1,998	0	0	0	0
7:15 AM	0	42	4	99	0	0	0	20	0	0	236	7	0	10	105	0	523	2,117	0	0	0	0
7:30 AM	0	53	2	88	0	0	0	15	0	0	280	5	0	5	93	0	541	1,999	0	0	0	0
7:45 AM	0	68	9	79	0	0	0	20	0	0	252	8	2	10	111	0	559	1,843	0	0	0	0
8:00 AM	0	43	1	69	0	0	0	13	0	0	250	8	0	8	102	0	494	1,681	0	1	0	0
8:15 AM	0	43	2	71	0	0	0	6	0	0	191	7	0	3	82	0	405		0	0	0	0
8:30 AM	0	46	1	56	0	0	0	8	0	0	185	6	0	9	73	1	385		0	0	0	0
8:45 AM	0	51	0	54	0	0	0	10	0	0	195	0	0	0	87	0	397		0	0	0	0
Count Total	0	382	21	585	0	0	0	100	0	0	1,767	47	2	53	721	1	3,679		0	1	0	0
Peak Hour	0	206	16	335	0	0	0	68	0	0	1,018	28	2	33	411	0	2,117		0	1	0	0

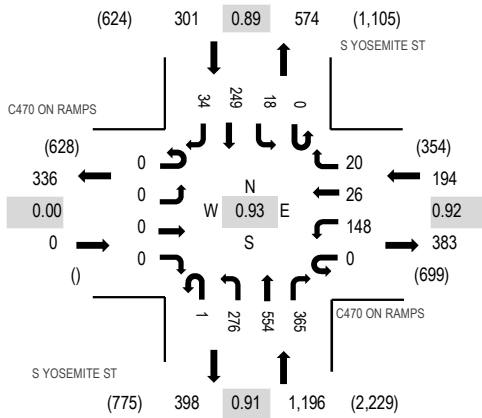
Location: 8 S YOSEMITE ST & C470 ON RAMP AM

Date: Thursday, March 2, 2023

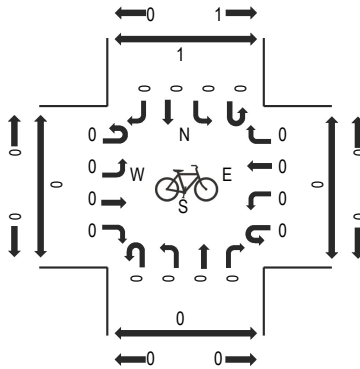
Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:30 AM - 07:45 AM

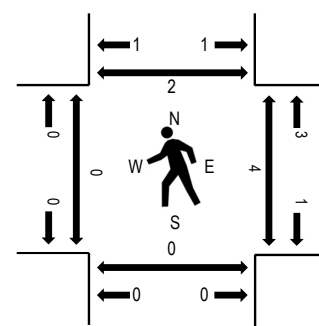
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	C470 ON RAMP Eastbound				C470 ON RAMP Westbound				S YOSEMITE ST Northbound			S YOSEMITE ST Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
7:00 AM	0	0	0	0	0	34	5	2	0	56	81	55	0	4	49	5	291	1,571	0	0	0	0
7:15 AM	0	0	0	0	0	36	8	4	0	66	113	85	0	2	54	12	380	1,691	0	2	0	1
7:30 AM	0	0	0	0	0	41	6	6	0	86	143	100	0	5	56	11	454	1,675	0	2	0	1
7:45 AM	0	0	0	0	0	32	7	6	0	66	151	96	0	5	78	5	446	1,650	0	0	0	0
8:00 AM	0	0	0	0	0	39	5	4	1	58	147	84	0	6	61	6	411	1,636	0	0	0	0
8:15 AM	0	0	0	0	0	22	4	9	0	57	133	62	0	5	66	6	364		0	0	0	0
8:30 AM	0	0	0	0	0	29	10	2	0	49	157	89	0	3	73	17	429		0	0	0	0
8:45 AM	0	0	0	0	0	29	10	4	0	61	143	90	0	8	75	12	432		0	1	0	0
Count Total	0	0	0	0	0	262	55	37	1	499	1,068	661	0	38	512	74	3,207		0	5	0	2
Peak Hour	0	0	0	0	0	148	26	20	1	276	554	365	0	18	249	34	1,691		0	4	0	2

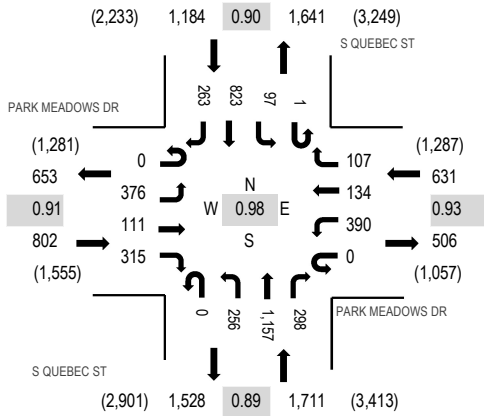
Location: 1 S QUEBEC ST & PARK MEADOWS DR PM

Date: Thursday, March 2, 2023

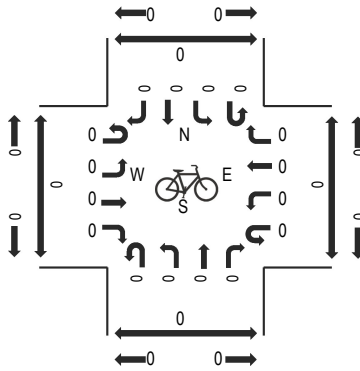
Peak Hour: 04:45 PM - 05:45 PM

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

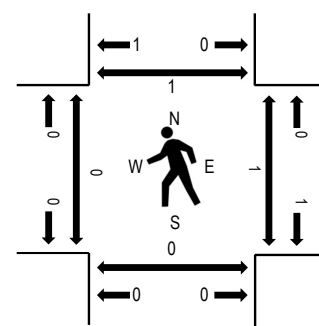
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PARK MEADOWS DR Eastbound				PARK MEADOWS DR Westbound				S QUEBEC ST Northbound				S QUEBEC ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	77	34	85	0	91	38	44	0	64	280	66	0	25	184	57	1,045	4,231	0	0	0	0
4:15 PM	0	63	45	69	0	98	38	31	0	65	357	76	0	22	175	46	1,085	4,209	0	0	0	0
4:30 PM	0	75	40	75	0	101	43	36	0	55	269	56	0	20	191	32	993	4,218	0	1	0	0
4:45 PM	0	73	23	90	0	102	34	18	0	81	309	91	0	31	201	55	1,108	4,328	0	0	0	0
5:00 PM	0	106	29	86	0	101	42	42	0	41	241	61	1	19	182	72	1,023	4,257	0	1	0	0
5:15 PM	0	98	29	76	0	87	37	26	0	71	301	79	0	29	200	61	1,094		0	0	0	0
5:30 PM	0	99	30	63	0	100	21	21	0	63	306	67	0	18	240	75	1,103		0	0	0	1
5:45 PM	0	86	36	68	0	61	39	36	0	70	254	90	0	41	175	81	1,037		0	0	0	0
Count Total	0	677	266	612	0	741	292	254	0	510	2,317	586	1	205	1,548	479	8,488		0	2	0	1
Peak Hour	0	376	111	315	0	390	134	107	0	256	1,157	298	1	97	823	263	4,328		0	1	0	1

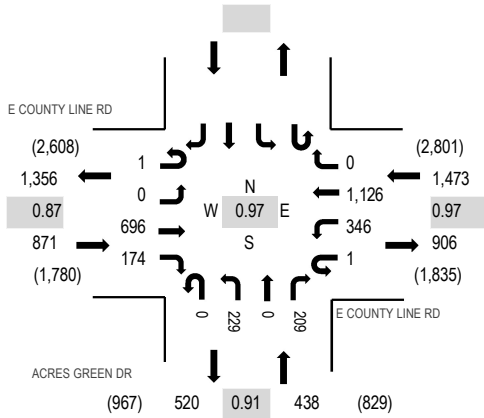
Location: 2 ACRES GREEN DR & E COUNTY LINE RD PM

Date: Thursday, March 2, 2023

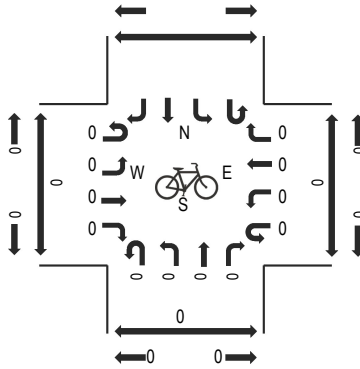
Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 04:30 PM - 04:45 PM

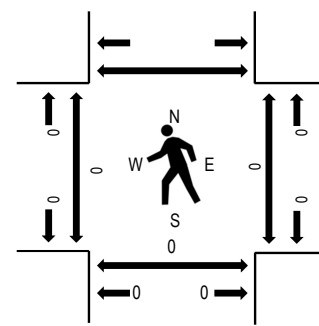
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	E COUNTY LINE RD Eastbound				E COUNTY LINE RD Westbound				ACRES GREEN DR Northbound				Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
	4:00 PM	0	0	193	39	0	59	321	0	0	41	0	41							694	2,761	0
4:15 PM	0	0	176	41	0	79	277	0	0	60	0	45					678	2,757	0	0	0	
4:30 PM	1	0	176	45	0	85	295	0	0	58	0	58					718	2,782	0	0	0	
4:45 PM	0	0	166	35	0	84	280	0	0	41	0	65					671	2,737	0	0	0	
5:00 PM	0	0	145	42	0	94	285	0	0	79	0	45					690	2,649	0	0	0	
5:15 PM	0	0	209	52	1	83	266	0	0	51	0	41					703		0	0	0	
5:30 PM	0	0	195	45	0	82	236	0	0	70	0	45					673		0	1	0	
5:45 PM	0	0	189	31	0	71	203	0	0	44	0	45					583		0	0	0	
Count Total	1	0	1,449	330	1	637	2,163	0	0	444	0	385					5,410		0	1	0	
Peak Hour	1	0	696	174	1	346	1,126	0	0	229	0	209					2,782		0	0	0	

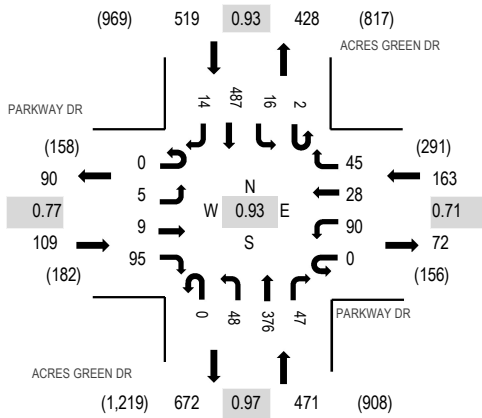
Location: 3 ACRES GREEN DR & PARKWAY DR PM

Date: Thursday, March 2, 2023

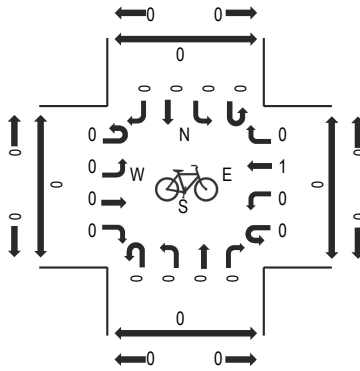
Peak Hour: 04:45 PM - 05:45 PM

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

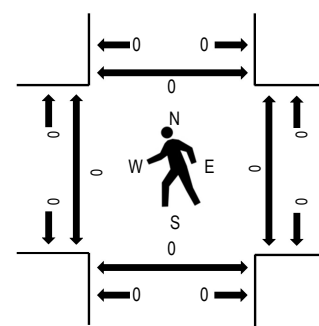
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PARKWAY DR Eastbound				PARKWAY DR Westbound				ACRES GREEN DR Northbound				ACRES GREEN DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	2	0	5	0	18	5	11	0	9	80	17	1	2	84	4	238	1,106	2	1	2	0
4:15 PM	0	2	1	10	0	18	4	7	0	10	87	16	0	4	112	2	273	1,206	1	0	0	0
4:30 PM	0	0	3	21	0	22	7	14	0	10	99	13	0	10	115	3	317	1,246	2	0	0	0
4:45 PM	0	0	2	10	0	16	7	12	0	11	96	11	1	5	106	1	278	1,262	0	0	0	0
5:00 PM	0	0	0	21	0	32	10	17	0	7	102	10	0	3	134	2	338	1,244	0	0	0	0
5:15 PM	0	2	4	35	0	22	3	6	0	12	89	9	1	5	118	7	313		0	0	0	0
5:30 PM	0	3	3	29	0	20	8	10	0	18	89	17	0	3	129	4	333		0	0	0	0
5:45 PM	0	2	2	25	0	13	2	7	0	9	77	10	0	6	104	3	260		0	1	0	0
Count Total	0	11	15	156	0	161	46	84	0	86	719	103	3	38	902	26	2,350		5	2	2	0
Peak Hour	0	5	9	95	0	90	28	45	0	48	376	47	2	16	487	14	1,262		0	0	0	0

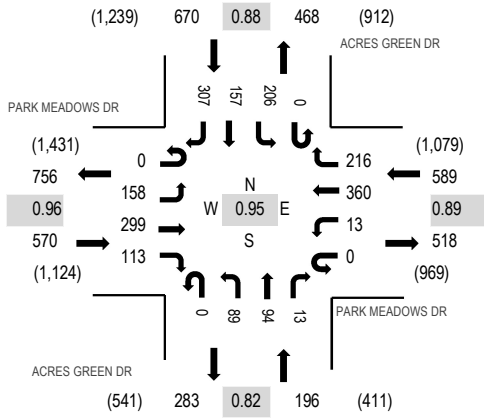
Location: 4 ACRES GREEN DR & PARK MEADOWS DR PM

Date: Thursday, March 2, 2023

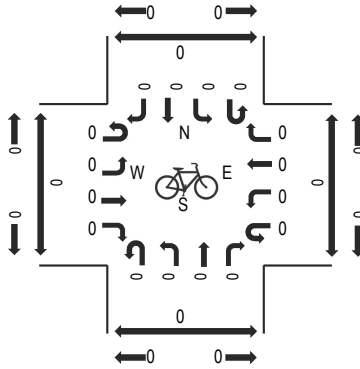
Peak Hour: 04:45 PM - 05:45 PM

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

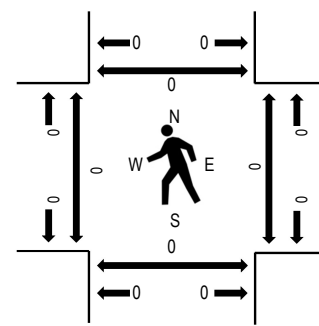
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PARK MEADOWS DR Eastbound				PARK MEADOWS DR Westbound				ACRES GREEN DR Northbound				ACRES GREEN DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
	4:00 PM	0	34	70	32	0	3	83	56	0	28	15	0	1	23	24			62	431	1,829	0
4:15 PM	0	43	70	30	0	4	64	43	0	30	25	1	1	38	28	72	449	1,932	0	0	0	0
4:30 PM	0	38	57	31	0	2	75	56	0	25	33	6	0	40	45	83	491	2,013	0	0	0	0
4:45 PM	0	49	74	21	0	6	84	50	0	22	20	5	0	29	27	71	458	2,025	0	0	0	0
5:00 PM	0	37	67	27	0	3	103	59	0	19	20	2	0	62	42	93	534	2,024	0	0	0	0
5:15 PM	0	27	88	30	0	2	95	55	0	23	26	6	0	64	46	68	530		0	0	0	0
5:30 PM	0	45	70	35	0	2	78	52	0	25	28	0	0	51	42	75	503		0	0	0	0
5:45 PM	0	42	88	19	0	1	74	29	0	21	28	3	0	55	39	58	457		0	0	0	0
Count Total	0	315	584	225	0	23	656	400	0	193	195	23	2	362	293	582	3,853		0	0	0	0
Peak Hour	0	158	299	113	0	13	360	216	0	89	94	13	0	206	157	307	2,025		0	0	0	0

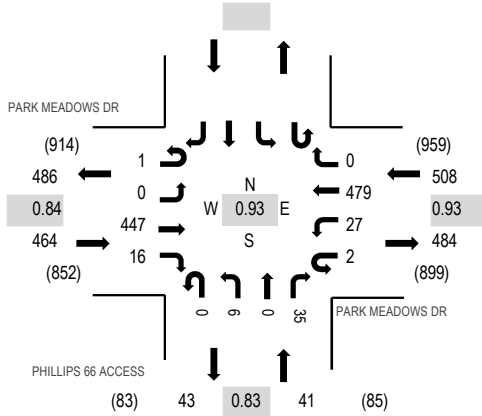
Location: 5 PHILLIPS 66 ACCESS & PARK MEADOWS DR PM

Date: Thursday, March 2, 2023

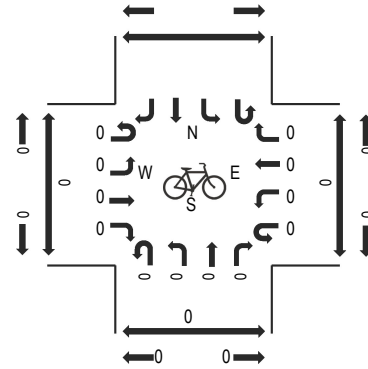
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

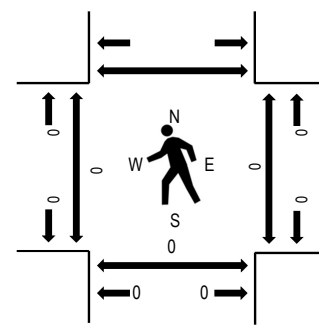
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PARK MEADOWS DR Eastbound				PARK MEADOWS DR Westbound				PHILLIPS 66 ACCESS Northbound				Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
	4:00 PM	0	0	86	4	0	8	108	0	0	1	0	6							213	890	0
4:15 PM	0	0	93	5	1	7	94	0	0	5	0	8					213	914	0	0	0	
4:30 PM	0	0	78	2	0	5	114	0	0	1	0	11					211	974	0	0	0	
4:45 PM	1	0	115	3	1	5	118	0	0	2	0	8					253	1,013	0	0	0	
5:00 PM	0	0	87	5	1	9	127	0	0	1	0	7					237	1,006	0	0	0	
5:15 PM	0	0	134	5	0	7	116	0	0	3	0	8					273		0	0	0	
5:30 PM	0	0	111	3	0	6	118	0	0	0	0	12					250		0	0	0	
5:45 PM	0	0	120	0	1	9	104	0	0	1	0	11					246		0	0	2	
Count Total	1	0	824	27	4	56	899	0	0	14	0	71					1,896		0	0	2	
Peak Hour	1	0	447	16	2	27	479	0	0	6	0	35					1,013		0	0	0	

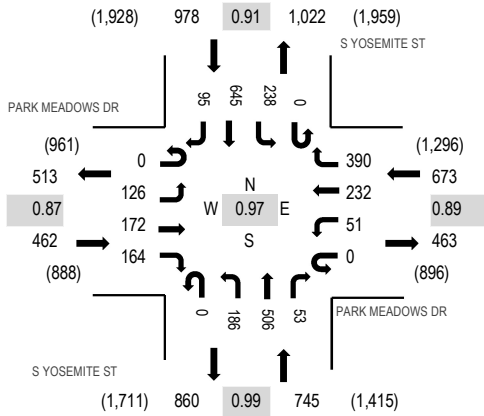
Location: 6 S YOSEMITE ST & PARK MEADOWS DR PM

Date: Thursday, March 2, 2023

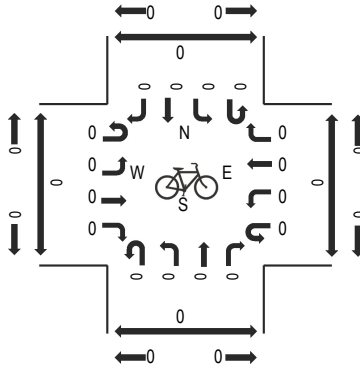
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

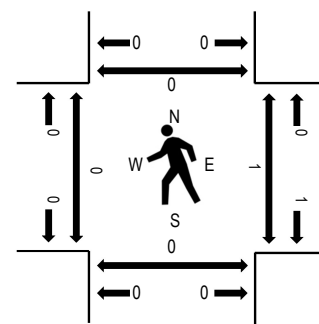
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PARK MEADOWS DR Eastbound				PARK MEADOWS DR Westbound				S YOSEMITE ST Northbound				S YOSEMITE ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	24	36	38	0	12	51	107	0	44	107	7	0	47	174	22	669	2,717	0	0	0	0
4:15 PM	0	21	44	41	0	13	43	99	0	37	107	12	0	50	144	23	634	2,740	0	0	0	2
4:30 PM	0	22	30	36	0	11	51	103	0	46	127	11	0	66	186	18	707	2,845	0	0	0	0
4:45 PM	0	33	47	37	0	15	61	99	0	45	131	12	0	59	147	21	707	2,858	0	0	0	0
5:00 PM	0	21	34	36	0	14	70	110	0	49	120	11	0	56	152	19	692	2,810	0	0	0	0
5:15 PM	0	38	54	46	0	13	42	98	0	49	123	16	0	54	173	33	739		0	0	0	0
5:30 PM	0	34	37	45	0	9	59	83	0	43	132	14	0	69	173	22	720		0	1	0	0
5:45 PM	0	34	58	42	0	13	55	65	0	39	121	12	0	60	141	19	659		0	0	0	0
Count Total	0	227	340	321	0	100	432	764	0	352	968	95	0	461	1,290	177	5,527		0	1	0	2
Peak Hour	0	126	172	164	0	51	232	390	0	186	506	53	0	238	645	95	2,858		0	1	0	0

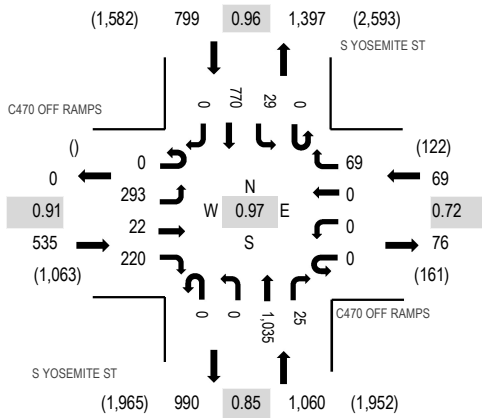
Location: 7 S YOSEMITE ST & C470 OFF RAMPS PM

Date: Thursday, March 2, 2023

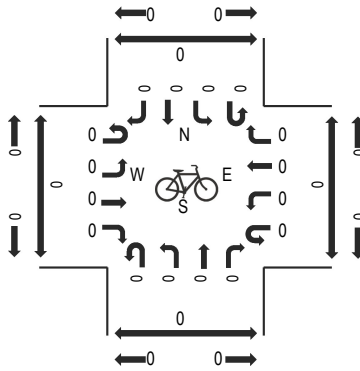
Peak Hour: 04:30 PM - 05:30 PM

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

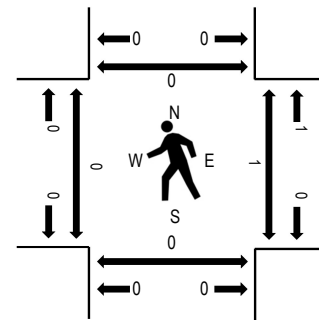
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	C470 OFF RAMPS Eastbound				C470 OFF RAMPS Westbound				S YOSEMITE ST Northbound				S YOSEMITE ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
	4:00 PM	0	68	3	61	0	0	0	11	0	0	225	7	0	9	197			0	581	2,412	0
4:15 PM	0	63	1	70	0	0	0	9	0	0	227	3	0	15	208	0	596	2,455	0	1	0	0
4:30 PM	0	79	6	56	0	0	0	24	0	0	228	3	0	7	195	0	598	2,463	0	0	0	0
4:45 PM	0	74	8	44	0	0	0	15	0	0	267	8	0	7	214	0	637	2,397	0	0	0	0
5:00 PM	0	63	3	54	0	0	0	16	0	0	304	6	0	6	172	0	624	2,307	0	1	0	0
5:15 PM	0	77	5	66	0	0	0	14	0	0	236	8	0	9	189	0	604		0	0	0	0
5:30 PM	0	81	5	58	0	0	0	13	0	0	202	7	0	12	154	0	532		0	0	0	0
5:45 PM	0	63	2	53	0	0	0	20	1	0	214	6	0	15	173	0	547		0	0	0	0
Count Total	0	568	33	462	0	0	0	122	1	0	1,903	48	0	80	1,502	0	4,719		0	3	0	0
Peak Hour	0	293	22	220	0	0	0	69	0	0	1,035	25	0	29	770	0	2,463		0	1	0	0

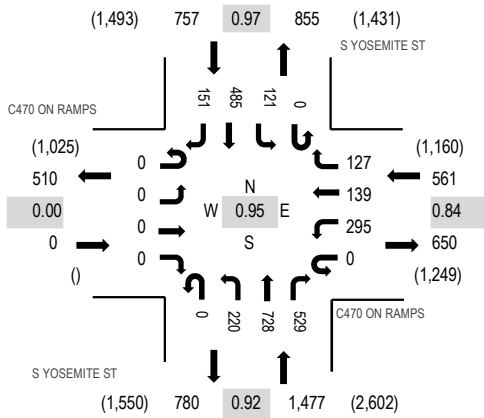
Location: 8 S YOSEMITE ST & C470 ON RAMPS PM

Date: Thursday, March 2, 2023

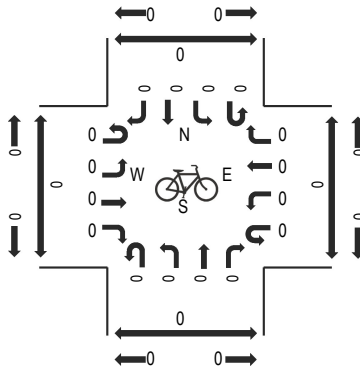
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

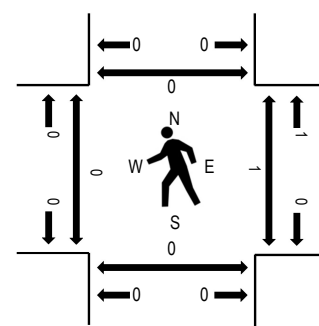
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	C470 ON RAMPS Eastbound				C470 ON RAMPS Westbound				S YOSEMITE ST Northbound				S YOSEMITE ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	0	0	78	34	24	0	42	98	107	0	32	112	36	563	2,460	0	2	0	2
4:15 PM	0	0	0	0	0	66	37	43	0	46	110	123	0	31	122	32	610	2,593	0	0	0	0
4:30 PM	0	0	0	0	0	95	48	36	0	55	118	123	0	32	114	42	663	2,722	0	0	0	0
4:45 PM	0	0	0	0	0	71	45	22	0	62	125	116	0	35	112	36	624	2,738	0	0	0	0
5:00 PM	0	0	0	0	0	62	29	28	0	60	190	135	0	27	131	34	696	2,795	0	0	0	0
5:15 PM	0	0	0	0	0	71	42	30	0	58	204	139	0	31	129	35	739		0	0	0	0
5:30 PM	0	0	0	0	0	85	35	32	0	54	169	129	0	29	108	38	679		0	1	0	0
5:45 PM	0	0	0	0	0	77	33	37	0	48	165	126	0	34	117	44	681		0	0	0	0
Count Total	0	0	0	0	0	605	303	252	0	425	1,179	998	0	251	945	297	5,255		0	3	0	2
Peak Hour	0	0	0	0	0	295	139	127	0	220	728	529	0	121	485	151	2,795		0	1	0	0

APPENDIX B. EXISTING CONDITIONS OPERATIONS ANALYSIS WORKSHEETS

HCM 6th Signalized Intersection Summary
 1: QUEBEC & BUSINESS CENTER/PARK MEADOWS

Existing 2023
 Weekday AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖	↖↗	↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	133	143	191	378	157	190	146	510	536	297	1195	231
Future Volume (veh/h)	133	143	191	378	157	190	146	510	536	297	1195	231
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	148	159	212	420	174	211	162	567	596	330	1328	257
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	201	277	235	333	349	295	212	2610	810	307	2750	854
Arrive On Green	0.06	0.15	0.15	0.10	0.19	0.19	0.06	0.51	0.51	0.09	0.54	0.54
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	148	159	212	420	174	211	162	567	596	330	1328	257
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	5.7	10.7	17.8	13.0	11.3	16.9	6.2	8.2	39.8	12.0	21.9	12.1
Cycle Q Clear(g_c), s	5.7	10.7	17.8	13.0	11.3	16.9	6.2	8.2	39.8	12.0	21.9	12.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	201	277	235	333	349	295	212	2610	810	307	2750	854
V/C Ratio(X)	0.74	0.57	0.90	1.26	0.50	0.71	0.76	0.22	0.74	1.07	0.48	0.30
Avail Cap(c_a), veh/h	512	305	258	333	349	295	512	2610	810	307	2750	854
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.6	53.5	56.5	61.0	49.3	51.5	62.4	18.2	25.9	61.5	19.4	17.2
Incr Delay (d2), s/veh	2.0	1.0	28.7	139.9	0.4	6.9	2.1	0.2	5.9	72.5	0.6	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.6	8.8	13.9	19.4	9.1	11.7	5.1	6.0	22.7	13.5	13.6	8.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.5	54.6	85.3	200.9	49.7	58.4	64.5	18.3	31.8	134.0	20.0	18.1
LnGrp LOS	E	D	F	F	D	E	E	B	C	F	C	B
Approach Vol, veh/h		519			805			1325			1915	
Approach Delay, s/veh		70.0			130.9			30.0			39.4	
Approach LOS		E			F			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.0	75.0	18.0	25.0	13.3	78.7	12.8	30.2				
Change Period (Y+Rc), s	5.0	6.0	5.0	5.0	5.0	6.0	5.0	5.0				
Max Green Setting (Gmax), s	12.0	67.0	13.0	22.0	20.0	59.0	20.0	15.0				
Max Q Clear Time (g_c+I1), s	14.0	41.8	15.0	19.8	8.2	23.9	7.7	18.9				
Green Ext Time (p_c), s	0.0	13.3	0.0	0.3	0.1	24.2	0.2	0.0				

Intersection Summary

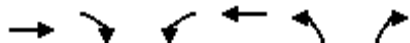
HCM 6th Ctrl Delay	56.3
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
2: ACRES GREEN & COUNTY LINE

Existing 2023
Weekday AM



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Volume (veh/h)	875	141	139	366	110	203
Future Volume (veh/h)	875	141	139	366	110	203
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	972	157	154	407	122	226
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2462	1098	411	2706	280	249
Arrive On Green	0.69	0.69	0.04	0.76	0.16	0.16
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	972	157	154	407	122	226
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	15.6	4.6	3.2	4.2	8.4	18.9
Cycle Q Clear(g_c), s	15.6	4.6	3.2	4.2	8.4	18.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2462	1098	411	2706	280	249
V/C Ratio(X)	0.39	0.14	0.37	0.15	0.44	0.91
Avail Cap(c_a), veh/h	2462	1098	486	2706	330	294
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.8	7.1	6.4	4.3	51.5	56.0
Incr Delay (d2), s/veh	0.5	0.3	0.2	0.1	0.4	25.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.9	2.9	2.0	2.6	6.8	14.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.2	7.3	6.6	4.5	51.9	81.5
LnGrp LOS	A	A	A	A	D	F
Approach Vol, veh/h	1129			561	348	
Approach Delay, s/veh	9.0			5.0	71.1	
Approach LOS	A			A	E	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	9.3	99.5		108.8	26.2	
Change Period (Y+Rc), s	4.0	6.0		6.0	5.0	
Max Green Setting (Gmax), s	1.0	84.0		99.0	25.0	
Max Q Clear Time (g_c+1/2), s	1.0	17.6		6.2	20.9	
Green Ext Time (p_c), s	0.1	22.4		6.2	0.3	

Intersection Summary

HCM 6th Ctrl Delay	18.5
HCM 6th LOS	B

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑	↗	↙	↑			↔			↔	
Traffic Vol, veh/h	2	7	27	8	6	9	29	297	21	18	265	1
Future Vol, veh/h	2	7	27	8	6	9	29	297	21	18	265	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	105	-	105	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	3	3	3	2	2	2	2	2	2
Mvmt Flow	2	8	30	9	7	10	32	326	23	20	291	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	563	745	146	592	734	175	292	0	0	349	0	0
Stage 1	332	332	-	402	402	-	-	-	-	-	-	-
Stage 2	231	413	-	190	332	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.56	6.56	6.96	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.56	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.56	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.53	4.03	3.33	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	409	341	875	388	344	835	1267	-	-	1207	-	-
Stage 1	655	643	-	593	596	-	-	-	-	-	-	-
Stage 2	751	592	-	791	640	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	383	324	875	354	327	835	1267	-	-	1207	-	-
Mov Cap-2 Maneuver	383	324	-	354	327	-	-	-	-	-	-	-
Stage 1	635	630	-	575	578	-	-	-	-	-	-	-
Stage 2	711	574	-	740	627	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11		13.3		0.7		0.6	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1267	-	-	383	324	875	354	515	1207	-	-
HCM Lane V/C Ratio	0.025	-	-	0.006	0.024	0.034	0.025	0.032	0.016	-	-
HCM Control Delay (s)	7.9	0.1	-	14.5	16.4	9.3	15.4	12.2	8	0.1	-
HCM Lane LOS	A	A	-	B	C	A	C	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.1	0.1	0.1	0.1	0.1	-	-

HCM 6th Signalized Intersection Summary
4: ACRES GREEN & PARK MEADOWS

Existing 2023
Weekday AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗	↖	↖	↖↗		↖	↖↗	
Traffic Volume (veh/h)	133	239	83	13	180	84	146	127	10	167	65	66
Future Volume (veh/h)	133	239	83	13	180	84	146	127	10	167	65	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	136	244	85	13	184	86	149	130	10	170	66	67
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	3	3	3	2	2	2	2	2	2
Cap, veh/h	452	585	198	350	515	230	469	398	30	477	232	207
Arrive On Green	0.10	0.22	0.22	0.02	0.15	0.15	0.10	0.12	0.12	0.11	0.13	0.13
Sat Flow, veh/h	1781	2604	884	1767	3526	1572	1781	3346	255	1781	1777	1585
Grp Volume(v), veh/h	136	164	165	13	184	86	149	68	72	170	66	67
Grp Sat Flow(s),veh/h/ln	1781	1777	1711	1767	1763	1572	1781	1777	1824	1781	1777	1585
Q Serve(g_s), s	2.6	3.3	3.4	0.3	2.0	2.1	3.0	1.5	1.5	3.4	1.4	1.6
Cycle Q Clear(g_c), s	2.6	3.3	3.4	0.3	2.0	2.1	3.0	1.5	1.5	3.4	1.4	1.6
Prop In Lane	1.00		0.52	1.00		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	452	399	384	350	515	230	469	211	217	477	232	207
V/C Ratio(X)	0.30	0.41	0.43	0.04	0.36	0.37	0.32	0.32	0.33	0.36	0.28	0.32
Avail Cap(c_a), veh/h	709	1234	1189	744	2449	1092	715	1660	1704	703	1660	1481
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.9	13.8	13.9	14.7	16.1	16.1	13.9	16.9	16.9	13.6	16.4	16.5
Incr Delay (d2), s/veh	0.1	1.0	1.1	0.0	0.6	1.4	0.4	0.9	0.9	0.2	0.7	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.6	2.2	2.2	0.2	1.3	1.3	1.9	1.0	1.1	2.1	1.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.0	14.8	15.0	14.7	16.7	17.5	14.3	17.7	17.7	13.8	17.0	17.4
LnGrp LOS	B	B	B	B	B	B	B	B	B	B	B	B
Approach Vol, veh/h		465			283			289			303	
Approach Delay, s/veh		14.3			16.8			16.0			15.3	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.7	15.4	9.2	11.5	9.0	12.1	9.7	11.0				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	10.0	29.0	10.0	39.0	10.0	29.0	10.0	39.0				
Max Q Clear Time (g_c+I1), s	2.3	5.4	5.0	3.6	4.6	4.1	5.4	3.5				
Green Ext Time (p_c), s	0.0	2.7	0.2	0.8	0.1	2.0	0.1	0.8				
Intersection Summary												
HCM 6th Ctrl Delay			15.4									
HCM 6th LOS			B									

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	265	12	23	284	10	17
Future Vol, veh/h	265	12	23	284	10	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	65	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	291	13	25	312	11	19





































Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	304	0	504 152
Stage 1	-	-	-	-	298 -
Stage 2	-	-	-	-	206 -
Critical Hdwy	-	-	4.14	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	-	-	2.22	-	3.52 3.32
Pot Cap-1 Maneuver	-	-	1254	-	497 867
Stage 1	-	-	-	-	727 -
Stage 2	-	-	-	-	808 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1254	-	487 867
Mov Cap-2 Maneuver	-	-	-	-	487 -
Stage 1	-	-	-	-	727 -
Stage 2	-	-	-	-	792 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	673	-	-	1254	-
HCM Lane V/C Ratio	0.044	-	-	0.02	-
HCM Control Delay (s)	10.6	-	-	7.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

HCM 6th Signalized Intersection Summary
6: YOSEMITE & PARK MEADOWS

Existing 2023
Weekday AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 			  	  	  	  	
Traffic Volume (veh/h)	33	150	95	57	170	362	117	595	42	296	365	35
Future Volume (veh/h)	33	150	95	57	170	362	117	595	42	296	365	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	34	156	99	59	177	377	122	620	44	308	380	36
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	74	836	373	98	888	396	146	2259	159	365	2317	216
Arrive On Green	0.02	0.24	0.24	0.03	0.25	0.25	0.08	0.46	0.46	0.11	0.49	0.49
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	1781	4869	343	3456	4752	443
Grp Volume(v), veh/h	34	156	99	59	177	377	122	432	232	308	271	145
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1781	1702	1809	1728	1702	1791
Q Serve(g_s), s	1.3	4.7	6.9	2.3	5.3	31.6	9.1	10.5	10.6	11.8	6.0	6.1
Cycle Q Clear(g_c), s	1.3	4.7	6.9	2.3	5.3	31.6	9.1	10.5	10.6	11.8	6.0	6.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.19	1.00		0.25
Lane Grp Cap(c), veh/h	74	836	373	98	888	396	146	1579	839	365	1660	873
V/C Ratio(X)	0.46	0.19	0.27	0.60	0.20	0.95	0.84	0.27	0.28	0.84	0.16	0.17
Avail Cap(c_a), veh/h	256	856	382	282	895	399	224	1579	839	640	1660	873
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94
Uniform Delay (d), s/veh	65.3	41.3	42.1	64.8	40.0	49.8	61.1	22.2	22.3	59.3	19.3	19.3
Incr Delay (d2), s/veh	1.7	0.1	0.4	2.2	0.1	32.7	9.0	0.4	0.8	1.9	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.1	3.8	5.0	1.9	4.3	22.7	8.0	7.8	8.4	8.9	4.4	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.0	41.4	42.5	67.0	40.1	82.6	70.1	22.7	23.1	61.2	19.5	19.7
LnGrp LOS	E	D	D	E	D	F	E	C	C	E	B	B
Approach Vol, veh/h		289			613			786			724	
Approach Delay, s/veh		44.8			68.8			30.1			37.3	
Approach LOS		D			E			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.3	68.1	9.8	37.8	16.1	71.3	7.9	39.7				
Change Period (Y+Rc), s	5.0	5.5	6.0	* 6	5.0	5.5	5.0	6.0				
Max Green Setting (Gmax), s	25.0	44.5	11.0	* 33	17.0	52.5	10.0	34.0				
Max Q Clear Time (g_c+I1), s	13.8	12.6	4.3	8.9	11.1	8.1	3.3	33.6				
Green Ext Time (p_c), s	0.5	4.8	0.0	1.3	0.1	2.9	0.0	0.1				
Intersection Summary												
HCM 6th Ctrl Delay			43.9									
HCM 6th LOS			D									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary
7: YOSEMITE & C470 OFF

Existing 2023
Weekday AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	207	14	307	0	0	0	0	973	28	26	388	0	
Future Volume (veh/h)	207	14	307	0	0	0	0	973	28	26	388	0	
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No					No		No				
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0	
Adj Flow Rate, veh/h	229	0	323				0	1024	29	27	408	0	
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95	
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0	
Cap, veh/h	805	0	358				0	3206	91	432	3517	0	
Arrive On Green	0.23	0.00	0.23				0.00	1.00	1.00	0.05	1.00	0.00	
Sat Flow, veh/h	3563	0	1585				0	5272	144	1781	5274	0	
Grp Volume(v), veh/h	229	0	323				0	683	370	27	408	0	
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1702	1844	1781	1702	0	
Q Serve(g_s), s	7.2	0.0	26.7				0.0	0.0	0.0	0.7	0.0	0.0	
Cycle Q Clear(g_c), s	7.2	0.0	26.7				0.0	0.0	0.0	0.7	0.0	0.0	
Prop In Lane	1.00		1.00				0.00		0.08	1.00		0.00	
Lane Grp Cap(c), veh/h	805	0	358				0	2138	1158	432	3517	0	
V/C Ratio(X)	0.28	0.00	0.90				0.00	0.32	0.32	0.06	0.12	0.00	
Avail Cap(c_a), veh/h	1161	0	517				0	2138	1158	482	3517	0	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00	
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.92	0.92	0.97	0.97	0.00	
Uniform Delay (d), s/veh	43.2	0.0	50.8				0.0	0.0	0.0	7.5	0.0	0.0	
Incr Delay (d2), s/veh	0.2	0.0	14.3				0.0	0.4	0.7	0.0	0.1	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(95%),veh/ln	5.8	0.0	17.7				0.0	0.2	0.4	0.5	0.0	0.0	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	43.4	0.0	65.1				0.0	0.4	0.7	7.5	0.1	0.0	
LnGrp LOS	D	A	E				A	A	A	A	A	A	
Approach Vol, veh/h		552						1053			435		
Approach Delay, s/veh		56.1						0.5			0.5		
Approach LOS		E						A			A		
Timer - Assigned Phs	1	2	4	6									
Phs Duration (G+Y+Rc), s	8.2	90.3	36.5	98.5									
Change Period (Y+Rc), s	5.0	5.5	6.0	5.5									
Max Green Setting (Gmax), s	67.5	67.5	44.0	79.5									
Max Q Clear Time (g_c+I), s	2.0	2.0	28.7	2.0									
Green Ext Time (p_c), s	0.0	9.2	1.8	3.2									

Intersection Summary

HCM 6th Ctrl Delay	15.5
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 8: YOSEMITE & C470 ON/ PARK MEADOWS CENTER

Existing 2023
 Weekday AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↘	↕	↗	↘	↕	↗	↘	↕	↗
Traffic Volume (veh/h)	0	0	0	134	22	25	267	574	342	21	261	28
Future Volume (veh/h)	0	0	0	134	22	25	267	574	342	21	261	28
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		No
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h				144	24	27	287	617	368	23	281	0
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				2	2	2	2	2	2	2	2	2
Cap, veh/h				175	350	156	1328	2779	863	743	2591	
Arrive On Green				0.10	0.10	0.10	0.10	0.91	0.91	0.02	0.51	0.00
Sat Flow, veh/h				1781	3554	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h				144	24	27	287	617	368	23	281	0
Grp Sat Flow(s),veh/h/ln				1781	1777	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s				10.7	0.8	2.1	5.2	1.9	4.7	0.4	3.9	0.0
Cycle Q Clear(g_c), s				10.7	0.8	2.1	5.2	1.9	4.7	0.4	3.9	0.0
Prop In Lane				1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h				175	350	156	1328	2779	863	743	2591	
V/C Ratio(X)				0.82	0.07	0.17	0.22	0.22	0.43	0.03	0.11	
Avail Cap(c_a), veh/h				495	987	440	1523	2779	863	1066	2591	
HCM Platoon Ratio				1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	0.00
Uniform Delay (d), s/veh				59.7	55.2	55.8	12.6	2.9	3.0	15.1	17.3	0.0
Incr Delay (d2), s/veh				9.1	0.1	0.5	0.1	0.0	0.3	0.0	0.1	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				9.1	0.7	1.6	3.5	1.1	2.1	0.3	2.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				68.8	55.3	56.3	12.7	2.9	3.3	15.1	17.4	0.0
LnGrp LOS				E	E	E	B	A	A	B	B	
Approach Vol, veh/h					195			1272			304	
Approach Delay, s/veh					65.4			5.2			17.2	
Approach LOS					E			A			B	
Timer - Assigned Phs	1	2		5	6		8					
Phs Duration (G+Y+Rc), s	7.4	78.0		12.4	73.0		17.8					
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5		4.5					
Max Green Setting (Gmax), s	15.5	68.5		15.5	68.5		37.5					
Max Q Clear Time (g_c+1), s	12.4	6.7		7.2	5.9		12.7					
Green Ext Time (p_c), s	0.0	6.7		0.6	2.1		0.6					

Intersection Summary

HCM 6th Ctrl Delay	13.9
HCM 6th LOS	B

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 1: QUEBEC & BUSINESS CENTER/PARK MEADOWS

Existing 2023
 Saturday Noon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑	↔	↔↔	↑	↔	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔
Traffic Volume (veh/h)	355	1015	304	200	1287	306	482	189	187	422	192	406
Future Volume (veh/h)	355	1015	304	200	1287	306	482	189	187	422	192	406
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	394	1128	338	222	1430	340	536	210	208	469	213	451
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	453	465	394	285	374	317	259	1734	538	533	2139	664
Arrive On Green	0.13	0.25	0.25	0.08	0.20	0.20	0.08	0.34	0.34	0.15	0.42	0.42
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	394	1128	338	222	1430	340	536	210	208	469	213	451
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	13.4	29.8	24.4	7.6	24.0	24.0	9.0	3.4	12.0	15.9	3.0	27.7
Cycle Q Clear(g_c), s	13.4	29.8	24.4	7.6	24.0	24.0	9.0	3.4	12.0	15.9	3.0	27.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	453	465	394	285	374	317	259	1734	538	533	2139	664
V/C Ratio(X)	0.87	2.43	0.86	0.78	3.82	1.07	2.07	0.12	0.39	0.88	0.10	0.68
Avail Cap(c_a), veh/h	547	465	394	691	374	317	259	1734	538	691	2139	664
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.1	45.1	43.0	54.0	48.0	48.0	55.5	27.3	30.1	49.7	21.1	28.3
Incr Delay (d2), s/veh	10.8	647.8	16.2	1.8	1276.7	71.2	493.7	0.1	2.1	8.7	0.1	5.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.7	152.8	16.8	6.0	220.4	23.0	34.8	2.6	8.5	12.0	2.2	16.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.0	692.9	59.2	55.7	1324.7	119.2	549.2	27.4	32.2	58.4	21.2	33.9
LnGrp LOS	E	F	E	E	F	F	F	C	C	E	C	C
Approach Vol, veh/h		1860			1992			954			1133	
Approach Delay, s/veh		444.1			977.5			321.6			41.6	
Approach LOS		F			F			F			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.5	46.8	14.9	34.8	14.0	56.3	20.7	29.0				
Change Period (Y+Rc), s	5.0	6.0	5.0	5.0	5.0	6.0	5.0	5.0				
Max Green Setting (Gmax), s	24.0	32.0	24.0	19.0	9.0	47.0	19.0	24.0				
Max Q Clear Time (g_c+I1), s	17.9	14.0	9.6	31.8	11.0	29.7	15.4	26.0				
Green Ext Time (p_c), s	0.6	3.7	0.3	0.0	0.0	5.7	0.3	0.0				

Intersection Summary

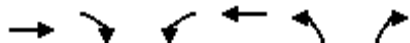
HCM 6th Ctrl Delay	526.6
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 2: ACRES GREEN & COUNTY LINE

Existing 2023
 Saturday Noon



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↵	↑↑	↵	↵
Traffic Volume (veh/h)	1067	123	186	929	133	164
Future Volume (veh/h)	1067	123	186	929	133	164
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1186	137	207	1032	148	182
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2464	1099	371	2757	236	210
Arrive On Green	0.69	0.69	0.05	0.78	0.13	0.13
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	1186	137	207	1032	148	182
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	18.4	3.5	3.8	11.0	9.4	13.5
Cycle Q Clear(g_c), s	18.4	3.5	3.8	11.0	9.4	13.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2464	1099	371	2757	236	210
V/C Ratio(X)	0.48	0.12	0.56	0.37	0.63	0.87
Avail Cap(c_a), veh/h	2464	1099	477	2757	371	330
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.5	6.2	7.4	4.2	49.2	51.0
Incr Delay (d2), s/veh	0.7	0.2	0.5	0.4	1.0	8.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.0	2.1	2.2	6.3	7.7	9.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.1	6.4	7.9	4.6	50.3	59.5
LnGrp LOS	A	A	A	A	D	E
Approach Vol, veh/h	1323			1239	330	
Approach Delay, s/veh	8.9			5.2	55.4	
Approach LOS	A			A	E	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	9.9	89.2			99.1	20.9
Change Period (Y+Rc), s	4.0	6.0			6.0	5.0
Max Green Setting (Gmax), s	13.0	67.0			84.0	25.0
Max Q Clear Time (g_c+1/3), s	15.8	20.4			13.0	15.5
Green Ext Time (p_c), s	0.1	25.1			22.0	0.4
Intersection Summary						
HCM 6th Ctrl Delay			12.6			
HCM 6th LOS			B			

Intersection												
Int Delay, s/veh	6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑	↗	↙	↑			↔			↔	
Traffic Vol, veh/h	17	27	72	105	45	49	33	240	93	28	254	46
Future Vol, veh/h	17	27	72	105	45	49	33	240	93	28	254	46
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	105	-	105	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	3	3	3	2	2	2	2	2	2
Mvmt Flow	19	30	79	115	49	54	36	264	102	31	279	51

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	596	805	165	604	779	183	330	0	0	366	0	0
Stage 1	367	367	-	387	387	-	-	-	-	-	-	-
Stage 2	229	438	-	217	392	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.56	6.56	6.96	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.56	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.56	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.53	4.03	3.33	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	387	315	850	380	324	825	1226	-	-	1189	-	-
Stage 1	625	621	-	605	605	-	-	-	-	-	-	-
Stage 2	753	577	-	762	602	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	300	294	850	302	302	825	1226	-	-	1189	-	-
Mov Cap-2 Maneuver	300	294	-	302	302	-	-	-	-	-	-	-
Stage 1	602	601	-	583	583	-	-	-	-	-	-	-
Stage 2	620	556	-	636	583	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13	19.9	0.8	0.8
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1226	-	-	300	294	850	302	451	1189	-	-
HCM Lane V/C Ratio	0.03	-	-	0.062	0.101	0.093	0.382	0.229	0.026	-	-
HCM Control Delay (s)	8	0.1	-	17.8	18.6	9.7	24.1	15.3	8.1	0.1	-
HCM Lane LOS	A	A	-	C	C	A	C	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.3	0.3	1.7	0.9	0.1	-	-

HCM 6th Signalized Intersection Summary
4: ACRES GREEN & PARK MEADOWS

Existing 2023
Saturday Noon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↶↷		↶	↶↷	↶	↶	↶↷		↶	↶↷	
Traffic Volume (veh/h)	198	322	75	7	300	107	88	67	5	108	76	249
Future Volume (veh/h)	198	322	75	7	300	107	88	67	5	108	76	249
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	202	329	77	7	306	109	90	68	5	110	78	254
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	3	3	3	2	2	2	2	2	2
Cap, veh/h	441	820	189	322	625	279	339	739	54	538	402	359
Arrive On Green	0.12	0.29	0.29	0.01	0.18	0.18	0.07	0.22	0.22	0.08	0.23	0.23
Sat Flow, veh/h	1781	2866	662	1767	3526	1572	1781	3359	244	1781	1777	1585
Grp Volume(v), veh/h	202	202	204	7	306	109	90	36	37	110	78	254
Grp Sat Flow(s),veh/h/ln	1781	1777	1751	1767	1763	1572	1781	1777	1826	1781	1777	1585
Q Serve(g_s), s	4.6	4.9	5.1	0.2	4.2	3.3	2.0	0.9	0.9	2.5	1.9	7.9
Cycle Q Clear(g_c), s	4.6	4.9	5.1	0.2	4.2	3.3	2.0	0.9	0.9	2.5	1.9	7.9
Prop In Lane	1.00		0.38	1.00		1.00	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	441	509	501	322	625	279	339	391	402	538	402	359
V/C Ratio(X)	0.46	0.40	0.41	0.02	0.49	0.39	0.27	0.09	0.09	0.20	0.19	0.71
Avail Cap(c_a), veh/h	562	959	945	635	1903	849	548	1290	1326	736	1290	1150
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.9	15.4	15.5	17.9	19.9	19.5	14.9	16.7	16.7	14.2	16.8	19.1
Incr Delay (d2), s/veh	0.3	0.7	0.8	0.0	0.8	1.3	0.4	0.1	0.1	0.1	0.2	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.9	3.4	3.4	0.1	3.0	2.2	1.4	0.6	0.6	1.6	1.3	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.2	16.2	16.2	17.9	20.8	20.8	15.3	16.8	16.8	14.3	17.0	21.7
LnGrp LOS	B	B	B	B	C	C	B	B	B	B	B	C
Approach Vol, veh/h		608			422			163			442	
Approach Delay, s/veh		15.5			20.7			16.0			19.1	
Approach LOS		B			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.5	21.4	8.7	18.2	11.4	15.5	9.0	17.8				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	10.0	29.0	10.0	39.0	10.0	29.0	10.0	39.0				
Max Q Clear Time (g_c+I1), s	2.2	7.1	4.0	9.9	6.6	6.2	4.5	2.9				
Green Ext Time (p_c), s	0.0	3.4	0.1	2.2	0.1	3.3	0.1	0.4				
Intersection Summary												
HCM 6th Ctrl Delay				17.9								
HCM 6th LOS				B								

Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	383	16	35	359	11	36
Future Vol, veh/h	383	16	35	359	11	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	65	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	421	18	38	395	12	40
























Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	439	0	704
Stage 1	-	-	-	-	430
Stage 2	-	-	-	-	274
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	1117	-	371
Stage 1	-	-	-	-	624
Stage 2	-	-	-	-	747
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1117	-	358
Mov Cap-2 Maneuver	-	-	-	-	358
Stage 1	-	-	-	-	624
Stage 2	-	-	-	-	722

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	11.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	613	-	-	1117	-
HCM Lane V/C Ratio	0.084	-	-	0.034	-
HCM Control Delay (s)	11.4	-	-	8.3	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

HCM 6th Signalized Intersection Summary
6: YOSEMITE & PARK MEADOWS

Existing 2023
Saturday Noon

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	181	112	54	111	367	136	570	27	274	691	154
Future Volume (veh/h)	140	181	112	54	111	367	136	570	27	274	691	154
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	146	189	117	56	116	382	142	594	28	285	720	160
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	157	958	427	103	934	417	171	1981	93	345	1677	368
Arrive On Green	0.05	0.27	0.27	0.03	0.26	0.26	0.10	0.40	0.40	0.10	0.40	0.40
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	1781	4998	234	3456	4189	920
Grp Volume(v), veh/h	146	189	117	56	116	382	142	404	218	285	584	296
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1781	1702	1828	1728	1702	1705
Q Serve(g_s), s	4.6	4.5	6.4	1.8	2.7	25.7	8.6	8.9	9.0	8.9	13.6	13.9
Cycle Q Clear(g_c), s	4.6	4.5	6.4	1.8	2.7	25.7	8.6	8.9	9.0	8.9	13.6	13.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.13	1.00		0.54
Lane Grp Cap(c), veh/h	157	958	427	103	934	417	171	1349	725	345	1363	683
V/C Ratio(X)	0.93	0.20	0.27	0.54	0.12	0.92	0.83	0.30	0.30	0.83	0.43	0.43
Avail Cap(c_a), veh/h	157	1115	497	126	1098	490	227	1349	725	377	1363	683
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	52.3	31.0	31.7	52.6	30.9	39.4	48.9	22.7	22.8	48.6	23.9	23.9
Incr Delay (d2), s/veh	50.6	0.1	0.3	1.7	0.1	20.2	13.9	0.6	1.1	11.4	0.9	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.6	3.5	4.5	1.4	2.1	17.9	7.9	6.6	7.3	7.7	9.4	9.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	103.0	31.1	32.0	54.3	30.9	59.6	62.7	23.3	23.8	60.0	24.8	25.8
LnGrp LOS	F	C	C	D	C	E	E	C	C	E	C	C
Approach Vol, veh/h		452			554			764			1165	
Approach Delay, s/veh		54.6			53.0			30.8			33.7	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.0	49.1	9.3	35.6	15.5	49.5	10.0	34.9				
Change Period (Y+Rc), s	5.0	5.5	6.0	* 6	5.0	5.5	5.0	6.0				
Max Green Setting (Gmax), s	12.0	37.5	4.0	* 35	14.0	35.5	5.0	34.0				
Max Q Clear Time (g_c+I1), s	10.9	11.0	3.8	8.4	10.6	15.9	6.6	27.7				
Green Ext Time (p_c), s	0.1	4.3	0.0	1.6	0.1	5.9	0.0	1.2				
Intersection Summary												
HCM 6th Ctrl Delay				39.8								
HCM 6th LOS				D								
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary
7: YOSEMITE & C470 OFF

Existing 2023
Saturday Noon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	829	10	204	0	0	0	0	1063	15	24	916	0
Future Volume (veh/h)	829	10	204	0	0	0	0	1063	15	24	916	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No					No		No			
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	881	0	215				0	1119	16	25	964	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	1000	0	445				0	2826	40	284	3138	0
Arrive On Green	0.28	0.00	0.28				0.00	0.18	0.18	0.02	0.61	0.00
Sat Flow, veh/h	3563	0	1585				0	5355	74	1781	5274	0
Grp Volume(v), veh/h	881	0	215				0	734	401	25	964	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1702	1857	1781	1702	0
Q Serve(g_s), s	26.0	0.0	12.4				0.0	21.0	21.0	0.6	9.9	0.0
Cycle Q Clear(g_c), s	26.0	0.0	12.4				0.0	21.0	21.0	0.6	9.9	0.0
Prop In Lane	1.00		1.00				0.00		0.04	1.00		0.00
Lane Grp Cap(c), veh/h	1000	0	445				0	1855	1012	284	3138	0
V/C Ratio(X)	0.88	0.00	0.48				0.00	0.40	0.40	0.09	0.31	0.00
Avail Cap(c_a), veh/h	1166	0	519				0	1855	1012	355	3138	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.85	0.85	0.82	0.82	0.00
Uniform Delay (d), s/veh	37.8	0.0	32.9				0.0	29.1	29.1	12.0	10.1	0.0
Incr Delay (d2), s/veh	7.2	0.0	0.8				0.0	0.5	1.0	0.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.9	0.0	8.5				0.0	14.4	15.6	0.4	6.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.0	0.0	33.7				0.0	29.7	30.1	12.1	10.3	0.0
LnGrp LOS	D	A	C				A	C	C	B	B	A
Approach Vol, veh/h		1096						1135			989	
Approach Delay, s/veh		42.8						29.8			10.3	
Approach LOS		D						C			B	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	7.7	65.4	36.9	73.1								
Change Period (Y+Rc), s	5.0	5.5	6.0	5.5								
Max Green Setting (Gmax), s	50.5		36.0	62.5								
Max Q Clear Time (g_c+I), s	23.0		28.0	11.9								
Green Ext Time (p_c), s	0.0	8.9	2.9	8.7								

Intersection Summary

HCM 6th Ctrl Delay	28.2
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 8: YOSEMITE & C470 ON/ PARK MEADOWS CENTER

Existing 2023
 Saturday Noon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↗	↘	↖	↗	↘	↖	↗	↘
Traffic Volume (veh/h)	0	0	0	391	328	235	235	989	712	253	548	305
Future Volume (veh/h)	0	0	0	391	328	235	235	989	712	253	548	305
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		No
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h				420	353	253	253	1063	766	272	589	0
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				2	2	2	2	2	2	2	2	2
Cap, veh/h				487	971	433	1483	2513	780	475	1091	
Arrive On Green				0.27	0.27	0.27	0.73	0.98	0.98	0.09	0.21	0.00
Sat Flow, veh/h				1781	3554	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h				420	353	253	253	1063	766	272	589	0
Grp Sat Flow(s),veh/h/ln				1781	1777	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s				24.7	8.8	15.2	0.0	0.6	24.8	7.6	11.3	0.0
Cycle Q Clear(g_c), s				24.7	8.8	15.2	0.0	0.6	24.8	7.6	11.3	0.0
Prop In Lane				1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h				487	971	433	1483	2513	780	475	1091	
V/C Ratio(X)				0.86	0.36	0.58	0.17	0.42	0.98	0.57	0.54	
Avail Cap(c_a), veh/h				704	1405	627	1483	2513	780	607	1091	
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.82	0.82	0.82	1.00	1.00	0.00
Uniform Delay (d), s/veh				38.0	32.3	34.6	8.4	0.4	0.6	39.6	38.4	0.0
Incr Delay (d2), s/veh				6.7	0.2	0.9	0.0	0.4	25.1	0.4	1.9	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				17.1	6.9	9.9	1.6	0.4	9.3	5.9	8.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				44.8	32.4	35.5	8.4	0.9	25.8	40.0	40.4	0.0
LnGrp LOS				D	C	D	A	A	C	D	D	
Approach Vol, veh/h					1026			2082			861	
Approach Delay, s/veh					38.2			10.9			40.2	
Approach LOS					D			B			D	
Timer - Assigned Phs	1	2		5	6		8					
Phs Duration (G+Y+Rc), s	4.8	59.6		45.4	29.0		35.6					
Change Period (Y+Rc), s	5.0	5.5		5.5	* 5.5		5.5					
Max Green Setting (Gmax), s	14.0	36.5		27.0	* 24		43.5					
Max Q Clear Time (g_c+1), s	19.6	26.8		2.0	13.3		26.7					
Green Ext Time (p_c), s	0.2	6.8		0.3	2.9		3.4					

Intersection Summary

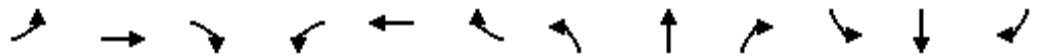
HCM 6th Ctrl Delay	24.4
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 1: QUEBEC & BUSINESS CENTER/PARK MEADOWS

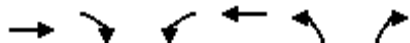
Existing 2023
 Weekday PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖	↖↗	↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	376	111	315	390	134	107	256	1157	298	97	823	263
Future Volume (veh/h)	376	111	315	390	134	107	256	1157	298	97	823	263
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	384	113	321	398	137	109	261	1181	304	99	840	268
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	437	400	339	457	411	348	222	2355	731	147	2244	697
Arrive On Green	0.13	0.21	0.21	0.13	0.22	0.22	0.06	0.46	0.46	0.04	0.44	0.44
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	384	113	321	398	137	109	261	1181	304	99	840	268
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	15.3	7.1	27.9	15.8	8.6	8.1	9.0	22.7	17.9	4.0	15.5	16.0
Cycle Q Clear(g_c), s	15.3	7.1	27.9	15.8	8.6	8.1	9.0	22.7	17.9	4.0	15.5	16.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	437	400	339	457	411	348	222	2355	731	147	2244	697
V/C Ratio(X)	0.88	0.28	0.95	0.87	0.33	0.31	1.17	0.50	0.42	0.67	0.37	0.38
Avail Cap(c_a), veh/h	568	401	340	864	561	476	222	2355	731	494	2244	697
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.1	46.0	54.2	59.6	46.0	45.8	65.5	26.4	25.1	66.1	26.3	26.5
Incr Delay (d2), s/veh	10.1	0.1	34.6	2.1	0.2	0.2	115.7	0.8	1.7	2.0	0.5	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.8	6.0	20.6	11.4	7.3	5.8	12.7	14.5	11.5	3.2	10.6	10.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.2	46.2	88.9	61.6	46.2	46.0	181.2	27.2	26.9	68.1	26.8	28.1
LnGrp LOS	E	D	F	E	D	D	F	C	C	E	C	C
Approach Vol, veh/h		818			644			1746			1207	
Approach Delay, s/veh		74.2			55.7			50.2			30.5	
Approach LOS		E			E			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.9	70.6	23.5	35.0	14.0	67.5	22.7	35.8				
Change Period (Y+Rc), s	5.0	6.0	5.0	5.0	5.0	6.0	5.0	5.0				
Max Green Setting (Gmax), s	20.0	34.0	35.0	30.0	9.0	45.0	23.0	42.0				
Max Q Clear Time (g_c+I1), s	6.0	24.7	17.8	29.9	11.0	18.0	17.3	10.6				
Green Ext Time (p_c), s	0.1	7.7	0.7	0.0	0.0	13.9	0.4	0.7				
Intersection Summary												
HCM 6th Ctrl Delay			50.0									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary
2: ACRES GREEN & COUNTY LINE

Existing 2023
Weekday PM



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↵	↑↑	↵	↑
Traffic Volume (veh/h)	715	174	343	1067	241	196
Future Volume (veh/h)	715	174	343	1067	241	196
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	737	179	354	1100	248	202
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2284	1019	544	2751	275	245
Arrive On Green	0.64	0.64	0.09	0.77	0.15	0.15
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	737	179	354	1100	248	202
Grp Sat Flow(s),veh/h/ln1777		1585	1781	1777	1781	1585
Q Serve(g_s), s	13.1	6.4	8.8	14.2	19.1	17.3
Cycle Q Clear(g_c), s	13.1	6.4	8.8	14.2	19.1	17.3
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2284	1019	544	2751	275	245
V/C Ratio(X)	0.32	0.18	0.65	0.40	0.90	0.82
Avail Cap(c_a), veh/h	2284	1019	628	2751	356	317
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.3	10.1	7.6	5.2	58.1	57.3
Incr Delay (d2), s/veh	0.4	0.4	3.2	0.4	18.5	10.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	4.2	6.4	8.5	15.3	12.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.6	10.4	10.8	5.6	76.7	67.5
LnGrp LOS	B	B	B	A	E	E
Approach Vol, veh/h	916			1454	450	
Approach Delay, s/veh	11.4			6.9	72.6	
Approach LOS	B			A	E	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	88.4	95.0		113.4	26.6	
Change Period (Y+Rc), s	6.0	* 5		5.0	5.0	
Max Green Setting (Gmax), s	109.0	* 78		102.0	28.0	
Max Q Clear Time (g_c+I), s	110.0	15.1		16.2	21.1	
Green Ext Time (p_c), s	1.5	3.0		6.6	0.5	

Intersection Summary

HCM 6th Ctrl Delay		18.8				
HCM 6th LOS			B			

Notes

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

Intersection												
Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑	↗	↙	↑			↔			↔	
Traffic Vol, veh/h	5	9	95	90	28	45	48	376	47	16	487	14
Future Vol, veh/h	5	9	95	90	28	45	48	376	47	16	487	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	105	-	105	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	10	102	97	30	48	52	404	51	17	524	15

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	887	1125	270	835	1107	228	539	0	0	455	0	0
Stage 1	566	566	-	534	534	-	-	-	-	-	-	-
Stage 2	321	559	-	301	573	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	239	204	728	260	209	775	1025	-	-	1102	-	-
Stage 1	476	506	-	498	523	-	-	-	-	-	-	-
Stage 2	665	509	-	683	502	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	184	186	728	200	190	775	1025	-	-	1102	-	-
Mov Cap-2 Maneuver	184	186	-	200	190	-	-	-	-	-	-	-
Stage 1	444	495	-	464	487	-	-	-	-	-	-	-
Stage 2	545	474	-	563	491	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.7		29.5		1		0.4	
HCM LOS	B		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1025	-	-	184	186	728	200	355	1102	-	-
HCM Lane V/C Ratio	0.05	-	-	0.029	0.052	0.14	0.484	0.221	0.016	-	-
HCM Control Delay (s)	8.7	0.2	-	25.2	25.4	10.8	38.8	18	8.3	0.1	-
HCM Lane LOS	A	A	-	D	D	B	E	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	0.2	0.5	2.4	0.8	0	-	-

HCM 6th Signalized Intersection Summary
4: ACRES GREEN & PARK MEADOWS

Existing 2023
Weekday PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗	↖	↗		↖	↗	
Traffic Volume (veh/h)	158	299	113	13	360	216	89	94	13	206	157	307
Future Volume (veh/h)	158	299	113	13	360	216	89	94	13	206	157	307
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	166	315	119	14	379	227	94	99	14	217	165	323
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	393	781	289	341	820	366	299	656	91	565	477	425
Arrive On Green	0.09	0.31	0.31	0.02	0.23	0.23	0.06	0.21	0.21	0.12	0.27	0.27
Sat Flow, veh/h	1781	2538	940	1781	3554	1585	1781	3134	435	1781	1777	1585
Grp Volume(v), veh/h	166	219	215	14	379	227	94	55	58	217	165	323
Grp Sat Flow(s),veh/h/ln	1781	1777	1701	1781	1777	1585	1781	1777	1792	1781	1777	1585
Q Serve(g_s), s	4.2	6.2	6.4	0.4	5.9	8.2	2.6	1.6	1.7	5.8	4.8	12.0
Cycle Q Clear(g_c), s	4.2	6.2	6.4	0.4	5.9	8.2	2.6	1.6	1.7	5.8	4.8	12.0
Prop In Lane	1.00		0.55	1.00		1.00	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	393	547	524	341	820	366	299	372	375	565	477	425
V/C Ratio(X)	0.42	0.40	0.41	0.04	0.46	0.62	0.31	0.15	0.15	0.38	0.35	0.76
Avail Cap(c_a), veh/h	587	1026	982	477	1664	742	436	832	839	764	998	891
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.3	17.5	17.6	18.3	21.2	22.1	18.5	20.7	20.7	15.8	18.9	21.5
Incr Delay (d2), s/veh	0.3	0.7	0.7	0.0	0.6	2.4	0.6	0.2	0.2	0.2	0.4	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.9	4.4	4.4	0.3	4.2	5.6	1.9	1.2	1.2	3.9	3.4	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.6	18.2	18.3	18.3	21.8	24.6	19.1	20.9	20.9	15.9	19.3	24.4
LnGrp LOS	B	B	B	B	C	C	B	C	C	B	B	C
Approach Vol, veh/h		600			620			207			705	
Approach Delay, s/veh		17.5			22.7			20.1			20.6	
Approach LOS		B			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.1	25.7	9.1	23.2	11.0	20.8	12.8	19.4				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	6.0	37.0	9.0	36.0	13.0	30.0	15.0	30.0				
Max Q Clear Time (g_c+I1), s	2.4	8.4	4.6	14.0	6.2	10.2	7.8	3.7				
Green Ext Time (p_c), s	0.0	4.0	0.1	3.2	0.1	4.5	0.2	0.6				
Intersection Summary												
HCM 6th Ctrl Delay				20.3								
HCM 6th LOS				C								

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	447	16	27	479	6	35
Future Vol, veh/h	447	16	27	479	6	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	65	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	481	17	29	515	6	38

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	498	0	806
Stage 1	-	-	-	-	490
Stage 2	-	-	-	-	316
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	1062	-	320
Stage 1	-	-	-	-	581
Stage 2	-	-	-	-	712
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1062	-	311
Mov Cap-2 Maneuver	-	-	-	-	311
Stage 1	-	-	-	-	581
Stage 2	-	-	-	-	693

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	11.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	622	-	-	1062	-
HCM Lane V/C Ratio	0.071	-	-	0.027	-
HCM Control Delay (s)	11.2	-	-	8.5	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

HCM 6th Signalized Intersection Summary
6: YOSEMITE & PARK MEADOWS

Existing 2023
Weekday PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↔↔	↑↑	↗	↖	↑↑↔		↖↔	↑↑↔	
Traffic Volume (veh/h)	126	172	164	51	232	390	186	506	53	238	645	95
Future Volume (veh/h)	126	172	164	51	232	390	186	506	53	238	645	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	130	177	169	53	239	402	192	522	55	245	665	98
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	178	929	414	89	863	385	217	1724	179	300	1495	218
Arrive On Green	0.05	0.26	0.26	0.03	0.24	0.24	0.12	0.37	0.37	0.09	0.33	0.33
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	1781	4698	489	3456	4500	656
Grp Volume(v), veh/h	130	177	169	53	239	402	192	376	201	245	501	262
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1781	1702	1782	1728	1702	1752
Q Serve(g_s), s	5.2	5.4	12.3	2.1	7.6	34.0	14.9	11.0	11.2	9.8	16.1	16.4
Cycle Q Clear(g_c), s	5.2	5.4	12.3	2.1	7.6	34.0	14.9	11.0	11.2	9.8	16.1	16.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.27	1.00		0.37
Lane Grp Cap(c), veh/h	178	929	414	89	863	385	217	1249	654	300	1131	582
V/C Ratio(X)	0.73	0.19	0.41	0.60	0.28	1.04	0.89	0.30	0.31	0.82	0.44	0.45
Avail Cap(c_a), veh/h	247	952	425	148	863	385	356	1249	654	716	1131	582
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97
Uniform Delay (d), s/veh	65.4	40.2	42.7	67.5	43.0	53.0	60.5	31.5	31.6	62.8	36.6	36.7
Incr Delay (d2), s/veh	3.5	0.1	0.6	2.4	0.2	57.9	8.4	0.6	1.2	2.0	1.2	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.3	4.4	8.6	1.7	6.2	27.7	11.6	8.3	8.8	7.8	11.2	11.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.9	40.3	43.4	69.8	43.2	110.9	68.9	32.2	32.8	64.8	37.8	39.1
LnGrp LOS	E	D	D	E	D	F	E	C	C	E	D	D
Approach Vol, veh/h		476			694			769			1008	
Approach Delay, s/veh		49.2			84.4			41.5			44.7	
Approach LOS		D			F			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.2	56.9	9.6	42.6	22.0	52.0	12.2	40.0				
Change Period (Y+Rc), s	5.0	5.5	6.0	* 6	5.0	5.5	5.0	6.0				
Max Green Setting (Gmax), s	29.0	45.5	6.0	* 38	28.0	46.5	10.0	34.0				
Max Q Clear Time (g_c+I1), s	11.8	13.2	4.1	14.3	16.9	18.4	7.2	36.0				
Green Ext Time (p_c), s	0.4	4.1	0.0	1.6	0.2	5.6	0.1	0.0				

Intersection Summary

HCM 6th Ctrl Delay	54.0
HCM 6th LOS	D

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
7: YOSEMITE & C470 OFF

Existing 2023
Weekday PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	295	21	222	0	0	0	0	1009	29	34	729	0	
Future Volume (veh/h)	295	21	222	0	0	0	0	1009	29	34	729	0	
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No						No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0	
Adj Flow Rate, veh/h	320	0	229				0	1040	30	35	752	0	
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97	
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0	
Cap, veh/h	600	0	267				0	3504	101	419	3826	0	
Arrive On Green	0.17	0.00	0.17				0.00	0.69	0.69	0.03	0.75	0.00	
Sat Flow, veh/h	3563	0	1585				0	5269	147	1781	5274	0	
Grp Volume(v), veh/h	320	0	229				0	694	376	35	752	0	
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1702	1844	1781	1702	0	
Q Serve(g_s), s	11.5	0.0	19.7				0.0	11.2	11.2	0.8	6.1	0.0	
Cycle Q Clear(g_c), s	11.5	0.0	19.7				0.0	11.2	11.2	0.8	6.1	0.0	
Prop In Lane	1.00		1.00				0.00		0.08	1.00		0.00	
Lane Grp Cap(c), veh/h	600	0	267				0	2339	1267	419	3826	0	
V/C Ratio(X)	0.53	0.00	0.86				0.00	0.30	0.30	0.08	0.20	0.00	
Avail Cap(c_a), veh/h	1145	0	509				0	2339	1267	473	3826	0	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.90	0.90	0.92	0.92	0.00	
Uniform Delay (d), s/veh	53.2	0.0	56.6				0.0	8.6	8.6	6.0	5.2	0.0	
Incr Delay (d2), s/veh	0.7	0.0	7.8				0.0	0.3	0.5	0.0	0.1	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(95%),veh/ln	0.0	0.0	13.2				0.0	7.3	7.9	0.5	3.7	0.0	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	53.9	0.0	64.4				0.0	8.9	9.2	6.0	5.3	0.0	
LnGrp LOS	D	A	E				A	A	A	A	A	A	
Approach Vol, veh/h		549						1070			787		
Approach Delay, s/veh		58.3						9.0			5.3		
Approach LOS		E						A			A		
Timer - Assigned Phs	1	2	4	6									
Phs Duration (G+Y+Rc), s	101.7		29.6	110.4									
Change Period (Y+Rc), s	5.0	5.5	6.0	5.5									
Max Green Setting (Gmax), s	70.5		45.0	83.5									
Max Q Clear Time (g_c+I), s	13.2		21.7	8.1									
Green Ext Time (p_c), s	0.0	9.4	1.9	6.4									

Intersection Summary

HCM 6th Ctrl Delay	19.0
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 8: YOSEMITE & C470 ON/ PARK MEADOWS CENTER

Existing 2023
 Weekday PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↖↖	↖	↖↖	↖↖↖	↖	↖↖	↖↖↖	↖
Traffic Volume (veh/h)	0	0	0	289	151	112	234	688	519	122	480	143
Future Volume (veh/h)	0	0	0	289	151	112	234	688	519	122	480	143
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		No
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h				304	159	118	246	724	546	128	505	0
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	2	2	2	2	2	2	2	2
Cap, veh/h				343	685	305	1308	3358	1042	778	3333	
Arrive On Green				0.19	0.19	0.19	0.07	1.00	1.00	0.04	0.65	0.00
Sat Flow, veh/h				1781	3554	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h				304	159	118	246	724	546	128	505	0
Grp Sat Flow(s),veh/h/ln				1781	1777	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s				23.3	5.3	9.1	3.4	0.0	0.0	1.7	5.3	0.0
Cycle Q Clear(g_c), s				23.3	5.3	9.1	3.4	0.0	0.0	1.7	5.3	0.0
Prop In Lane				1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h				343	685	305	1308	3358	1042	778	3333	
V/C Ratio(X)				0.89	0.23	0.39	0.19	0.22	0.52	0.16	0.15	
Avail Cap(c_a), veh/h				566	1130	504	1835	3358	1042	976	3333	
HCM Platoon Ratio				1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	0.00
Uniform Delay (d), s/veh				55.0	47.8	49.3	7.0	0.0	0.0	7.1	9.4	0.0
Incr Delay (d2), s/veh				7.9	0.1	0.6	0.0	0.1	1.8	0.0	0.1	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				16.7	4.3	6.6	2.1	0.1	0.9	1.1	3.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				62.9	47.9	49.9	7.0	0.1	1.8	7.1	9.5	0.0
LnGrp LOS				E	D	D	A	A	A	A	A	
Approach Vol, veh/h					581			1516			633	
Approach Delay, s/veh					56.1			1.9			9.0	
Approach LOS					E			A			A	
Timer - Assigned Phs	1	2		5	6		8					
Phs Duration (G+Y+Rc), s	10.0	97.6		10.7	96.9		32.5					
Change Period (Y+Rc), s	5.0	5.5		5.0	5.5		5.5					
Max Green Setting (Gmax), s	10.0	66.5		27.0	52.5		44.5					
Max Q Clear Time (g_c+1/3), s	10.0	2.0		5.4	7.3		25.3					
Green Ext Time (p_c), s	0.1	9.3		0.3	3.9		1.7					

Intersection Summary

HCM 6th Ctrl Delay	15.1
HCM 6th LOS	B

Notes

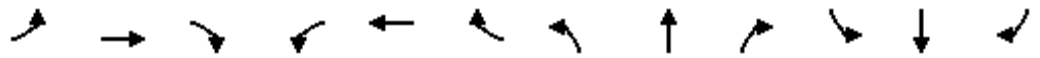
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

APPENDIX C. 2028 BACKGROUND OPERATIONS ANALYSIS WORKSHEETS

HCM 6th Signalized Intersection Summary
 1: QUEBEC & BUSINESS CENTER/PARK MEADOWS

Short-Term Background 2028

Weekday AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖	↖↗	↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	136	147	196	388	161	195	150	523	550	304	1225	237
Future Volume (veh/h)	136	147	196	388	161	195	150	523	550	304	1225	237
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	151	163	218	431	179	217	167	581	611	338	1361	263
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	204	284	240	333	353	299	217	2592	805	307	2725	846
Arrive On Green	0.06	0.15	0.15	0.10	0.19	0.19	0.06	0.51	0.51	0.09	0.53	0.53
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	151	163	218	431	179	217	167	581	611	338	1361	263
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	5.8	10.9	18.3	13.0	11.6	17.4	6.4	8.5	41.7	12.0	22.9	12.5
Cycle Q Clear(g_c), s	5.8	10.9	18.3	13.0	11.6	17.4	6.4	8.5	41.7	12.0	22.9	12.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	204	284	240	333	353	299	217	2592	805	307	2725	846
V/C Ratio(X)	0.74	0.57	0.91	1.30	0.51	0.72	0.77	0.22	0.76	1.10	0.50	0.31
Avail Cap(c_a), veh/h	512	305	258	333	353	299	512	2592	805	307	2725	846
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.5	53.2	56.3	61.0	49.1	51.5	62.3	18.5	26.6	61.5	20.0	17.6
Incr Delay (d2), s/veh	2.0	1.2	30.2	153.4	0.5	7.4	2.1	0.2	6.7	81.0	0.7	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.7	9.0	14.3	20.4	9.3	12.0	5.2	6.2	23.7	14.1	14.2	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.5	54.4	86.6	214.4	49.6	58.8	64.4	18.7	33.3	142.5	20.7	18.6
LnGrp LOS	E	D	F	F	D	E	E	B	C	F	C	B
Approach Vol, veh/h		532			827			1359			1962	
Approach Delay, s/veh		70.5			137.9			30.9			41.4	
Approach LOS		E			F			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.0	74.5	18.0	25.5	13.5	78.0	13.0	30.5				
Change Period (Y+Rc), s	5.0	6.0	5.0	5.0	5.0	6.0	5.0	5.0				
Max Green Setting (Gmax), s	12.0	67.0	13.0	22.0	20.0	59.0	20.0	15.0				
Max Q Clear Time (g_c+I1), s	14.0	43.7	15.0	20.3	8.4	24.9	7.8	19.4				
Green Ext Time (p_c), s	0.0	13.0	0.0	0.2	0.1	24.2	0.2	0.0				

Intersection Summary

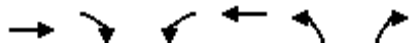
HCM 6th Ctrl Delay	58.7
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
2: ACRES GREEN & COUNTY LINE

Short-Term Background 2028
Weekday AM



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Volume (veh/h)	897	145	143	375	113	208
Future Volume (veh/h)	897	145	143	375	113	208
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	997	161	159	417	126	231
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2447	1091	400	2696	285	254
Arrive On Green	0.69	0.69	0.04	0.76	0.16	0.16
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	997	161	159	417	126	231
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	16.4	4.8	3.4	4.3	8.6	19.3
Cycle Q Clear(g_c), s	16.4	4.8	3.4	4.3	8.6	19.3
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2447	1091	400	2696	285	254
V/C Ratio(X)	0.41	0.15	0.40	0.15	0.44	0.91
Avail Cap(c_a), veh/h	2447	1091	474	2696	330	294
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.1	7.3	6.7	4.5	51.3	55.8
Incr Delay (d2), s/veh	0.5	0.3	0.2	0.1	0.4	26.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.4	3.0	2.1	2.7	7.0	14.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.6	7.6	7.0	4.6	51.7	82.3
LnGrp LOS	A	A	A	A	D	F
Approach Vol, veh/h	1158			576	357	
Approach Delay, s/veh	9.3			5.2	71.5	
Approach LOS	A			A	E	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	9.4	99.0		108.4	26.6	
Change Period (Y+Rc), s	4.0	6.0		6.0	5.0	
Max Green Setting (Gmax), s	1.0	84.0		99.0	25.0	
Max Q Clear Time (g_c+1/4), s	1.0	18.4		6.3	21.3	
Green Ext Time (p_c), s	0.1	23.3		6.3	0.3	
Intersection Summary						
HCM 6th Ctrl Delay			18.8			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary
3: ACRES GREEN & PARKWAY

Short-Term Background 2028

Weekday AM

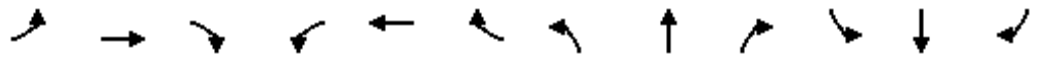


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	7	28	8	6	9	30	304	22	18	272	1
Future Volume (veh/h)	2	7	28	8	6	9	30	304	22	18	272	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	8	31	9	7	10	33	334	24	20	299	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	3	3	3	2	2	2	2	2	2
Cap, veh/h	563	151	128	568	56	80	320	1038	74	295	1146	4
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	1396	1870	1585	1358	691	987	152	3050	219	105	3368	11
Grp Volume(v), veh/h	2	8	31	9	0	17	209	0	182	169	0	151
Grp Sat Flow(s),veh/h/ln	1396	1870	1585	1358	0	1678	1759	0	1663	1784	0	1700
Q Serve(g_s), s	0.0	0.1	0.3	0.1	0.0	0.1	0.0	0.0	1.3	0.0	0.0	1.0
Cycle Q Clear(g_c), s	0.2	0.1	0.3	0.2	0.0	0.1	1.3	0.0	1.3	1.0	0.0	1.0
Prop In Lane	1.00		1.00	1.00		0.59	0.16		0.13	0.12		0.01
Lane Grp Cap(c), veh/h	563	151	128	568	0	136	867	0	566	866	0	578
V/C Ratio(X)	0.00	0.05	0.24	0.02	0.00	0.13	0.24	0.00	0.32	0.20	0.00	0.26
Avail Cap(c_a), veh/h	2067	2166	1835	2030	0	1943	2237	0	1925	2259	0	1969
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.7	6.6	6.7	6.7	0.0	6.6	3.8	0.0	3.8	3.7	0.0	3.7
Incr Delay (d2), s/veh	0.0	0.1	1.0	0.0	0.0	0.4	0.1	0.0	0.3	0.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.1	0.0	0.0	0.1	0.1	0.0	0.1	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.7	6.7	7.7	6.7	0.0	7.0	4.0	0.0	4.1	3.8	0.0	3.9
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		41			26			391			320	
Approach Delay, s/veh		7.4			6.9			4.0			3.9	
Approach LOS		A			A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		9.8		5.8		9.8		5.8				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		3.3		2.3		3.0		2.2				
Green Ext Time (p_c), s		2.0		0.1		1.6		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				4.2								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary
4: ACRES GREEN & PARK MEADOWS

Short-Term Background 2028

Weekday AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	245	85	13	185	86	150	130	10	171	67	68
Future Volume (veh/h)	136	245	85	13	185	86	150	130	10	171	67	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	139	250	87	13	189	88	153	133	10	174	68	69
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	3	3	3	2	2	2	2	2	2
Cap, veh/h	451	590	200	348	522	233	469	396	29	478	231	206
Arrive On Green	0.10	0.23	0.23	0.02	0.15	0.15	0.10	0.12	0.12	0.12	0.13	0.13
Sat Flow, veh/h	1781	2604	884	1767	3526	1572	1781	3353	250	1781	1777	1585
Grp Volume(v), veh/h	139	169	168	13	189	88	153	70	73	174	68	69
Grp Sat Flow(s),veh/h/ln	1781	1777	1711	1767	1763	1572	1781	1777	1825	1781	1777	1585
Q Serve(g_s), s	2.7	3.4	3.6	0.3	2.0	2.1	3.1	1.5	1.5	3.5	1.5	1.7
Cycle Q Clear(g_c), s	2.7	3.4	3.6	0.3	2.0	2.1	3.1	1.5	1.5	3.5	1.5	1.7
Prop In Lane	1.00		0.52	1.00		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	451	403	388	348	522	233	469	210	216	478	231	206
V/C Ratio(X)	0.31	0.42	0.43	0.04	0.36	0.38	0.33	0.33	0.34	0.36	0.29	0.34
Avail Cap(c_a), veh/h	705	1225	1180	739	2431	1084	708	1647	1692	696	1647	1470
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.9	13.9	13.9	14.8	16.1	16.2	14.0	17.0	17.0	13.7	16.6	16.6
Incr Delay (d2), s/veh	0.1	1.0	1.1	0.0	0.6	1.4	0.4	0.9	0.9	0.2	0.7	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.6	2.3	2.3	0.2	1.3	1.4	2.0	1.1	1.1	2.1	1.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.0	14.9	15.0	14.8	16.7	17.6	14.4	17.9	18.0	13.9	17.3	17.6
LnGrp LOS	B	B	B	B	B	B	B	B	B	B	B	B
Approach Vol, veh/h		476			290			296			311	
Approach Delay, s/veh		14.4			16.9			16.1			15.5	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.7	15.5	9.4	11.5	9.0	12.2	9.9	11.0				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	10.0	29.0	10.0	39.0	10.0	29.0	10.0	39.0				
Max Q Clear Time (g_c+I1), s	2.3	5.6	5.1	3.7	4.7	4.1	5.5	3.5				
Green Ext Time (p_c), s	0.0	2.8	0.2	0.8	0.1	2.1	0.1	0.8				

Intersection Summary

HCM 6th Ctrl Delay	15.5
HCM 6th LOS	B

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	272	12	24	291	10	17
Future Vol, veh/h	272	12	24	291	10	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	65	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	299	13	26	320	11	19

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	312	0	518 156
Stage 1	-	-	-	-	306 -
Stage 2	-	-	-	-	212 -
Critical Hdwy	-	-	4.14	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	-	-	2.22	-	3.52 3.32
Pot Cap-1 Maneuver	-	-	1245	-	487 862
Stage 1	-	-	-	-	720 -
Stage 2	-	-	-	-	803 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1245	-	477 862
Mov Cap-2 Maneuver	-	-	-	-	477 -
Stage 1	-	-	-	-	720 -
Stage 2	-	-	-	-	786 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	664	-	-	1245	-
HCM Lane V/C Ratio	0.045	-	-	0.021	-
HCM Control Delay (s)	10.7	-	-	8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

HCM 6th Signalized Intersection Summary
6: YOSEMITE & PARK MEADOWS

Short-Term Background 2028
Weekday AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↔↔	↑↑	↗	↗	↑↑↔		↔↔	↑↑↔	
Traffic Volume (veh/h)	34	154	97	58	174	371	120	610	43	303	374	36
Future Volume (veh/h)	34	154	97	58	174	371	120	610	43	303	374	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	35	160	101	60	181	386	125	635	45	316	390	38
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	75	843	376	100	895	399	149	2236	157	373	2291	220
Arrive On Green	0.02	0.24	0.24	0.03	0.25	0.25	0.08	0.46	0.46	0.11	0.48	0.48
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	1781	4870	343	3456	4738	454
Grp Volume(v), veh/h	35	160	101	60	181	386	125	443	237	316	278	150
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1781	1702	1809	1728	1702	1789
Q Serve(g_s), s	1.4	4.9	7.0	2.3	5.4	32.5	9.3	10.9	11.0	12.1	6.2	6.4
Cycle Q Clear(g_c), s	1.4	4.9	7.0	2.3	5.4	32.5	9.3	10.9	11.0	12.1	6.2	6.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.19	1.00		0.25
Lane Grp Cap(c), veh/h	75	843	376	100	895	399	149	1563	830	373	1646	865
V/C Ratio(X)	0.47	0.19	0.27	0.60	0.20	0.97	0.84	0.28	0.29	0.85	0.17	0.17
Avail Cap(c_a), veh/h	256	856	382	282	895	399	224	1563	830	640	1646	865
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94
Uniform Delay (d), s/veh	65.3	41.1	41.9	64.8	39.8	49.9	60.9	22.7	22.7	59.1	19.6	19.6
Incr Delay (d2), s/veh	1.7	0.1	0.4	2.2	0.1	36.3	10.2	0.5	0.9	1.9	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.1	3.9	5.1	1.9	4.3	23.6	8.2	8.0	8.6	9.1	4.6	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.0	41.2	42.3	67.0	39.9	86.3	71.1	23.1	23.6	61.1	19.8	20.1
LnGrp LOS	E	D	D	E	D	F	E	C	C	E	B	C
Approach Vol, veh/h		296			627			805			744	
Approach Delay, s/veh		44.6			71.0			30.7			37.4	
Approach LOS		D			E			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.6	67.5	9.9	38.0	16.3	70.8	7.9	40.0				
Change Period (Y+Rc), s	5.0	5.5	6.0	* 6	5.0	5.5	5.0	6.0				
Max Green Setting (Gmax), s	25.0	44.5	11.0	* 33	17.0	52.5	10.0	34.0				
Max Q Clear Time (g_c+I1), s	14.1	13.0	4.3	9.0	11.3	8.4	3.4	34.5				
Green Ext Time (p_c), s	0.5	4.9	0.0	1.3	0.1	3.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	44.6
HCM 6th LOS	D

Notes

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

HCM 6th Signalized Intersection Summary
7: YOSEMITE & C470 OFF

Short-Term Background 2028
Weekday AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	212	14	315	0	0	0	0	998	29	27	398	0
Future Volume (veh/h)	212	14	315	0	0	0	0	998	29	27	398	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	234	0	332				0	1051	31	28	419	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	826	0	367				0	3170	93	420	3488	0
Arrive On Green	0.23	0.00	0.23				0.00	1.00	1.00	0.02	0.46	0.00
Sat Flow, veh/h	3563	0	1585				0	5265	150	1781	5274	0
Grp Volume(v), veh/h	234	0	332				0	702	380	28	419	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1702	1843	1781	1702	0
Q Serve(g_s), s	7.3	0.0	27.5				0.0	0.0	0.0	0.7	6.4	0.0
Cycle Q Clear(g_c), s	7.3	0.0	27.5				0.0	0.0	0.0	0.7	6.4	0.0
Prop In Lane	1.00		1.00				0.00		0.08	1.00		0.00
Lane Grp Cap(c), veh/h	826	0	367				0	2117	1146	420	3488	0
V/C Ratio(X)	0.28	0.00	0.90				0.00	0.33	0.33	0.07	0.12	0.00
Avail Cap(c_a), veh/h	1161	0	517				0	2117	1146	470	3488	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	0.67	0.67	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.92	0.92	0.97	0.97	0.00
Uniform Delay (d), s/veh	42.6	0.0	50.4				0.0	0.0	0.0	8.0	13.3	0.0
Incr Delay (d2), s/veh	0.2	0.0	15.0				0.0	0.4	0.7	0.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.9	0.0	18.2				0.0	0.2	0.4	0.5	4.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.8	0.0	65.4				0.0	0.4	0.7	8.0	13.4	0.0
LnGrp LOS	D	A	E				A	A	A	A	B	A
Approach Vol, veh/h		566						1082			447	
Approach Delay, s/veh		56.1						0.5			13.1	
Approach LOS		E						A			B	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	8.3	89.5	37.3	97.7								
Change Period (Y+Rc), s	5.0	5.5	6.0	5.5								
Max Green Setting (Gmax), s	67.5	67.5	44.0	79.5								
Max Q Clear Time (g_c+I), s	12.5	2.0	29.5	8.4								
Green Ext Time (p_c), s	0.0	9.6	1.8	3.2								

Intersection Summary

HCM 6th Ctrl Delay	18.2
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 8: YOSEMITE & C470 ON/ PARK MEADOWS CENTER

Short-Term Background 2028

Weekday AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↘	↗	↗	↘	↗	↗	↘	↗	↘
Traffic Volume (veh/h)	0	0	0	137	23	26	274	588	351	22	268	29
Future Volume (veh/h)	0	0	0	137	23	26	274	588	351	22	268	29
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		No
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h				147	25	28	295	632	377	24	288	0
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				2	2	2	2	2	2	2	2	2
Cap, veh/h				179	356	159	1324	2782	864	732	2591	
Arrive On Green				0.10	0.10	0.10	0.10	0.91	0.91	0.02	0.51	0.00
Sat Flow, veh/h				1781	3554	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h				147	25	28	295	632	377	24	288	0
Grp Sat Flow(s),veh/h/ln				1781	1777	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s				10.9	0.9	2.2	5.4	1.9	4.8	0.4	4.0	0.0
Cycle Q Clear(g_c), s				10.9	0.9	2.2	5.4	1.9	4.8	0.4	4.0	0.0
Prop In Lane				1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h				179	356	159	1324	2782	864	732	2591	
V/C Ratio(X)				0.82	0.07	0.18	0.22	0.23	0.44	0.03	0.11	
Avail Cap(c_a), veh/h				495	987	440	1515	2782	864	1053	2591	
HCM Platoon Ratio				1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	0.00
Uniform Delay (d), s/veh				59.6	55.0	55.6	12.5	2.8	3.0	15.1	17.4	0.0
Incr Delay (d2), s/veh				9.1	0.1	0.5	0.1	0.0	0.3	0.0	0.1	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				9.2	0.7	1.6	3.6	1.1	2.1	0.3	2.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				68.6	55.1	56.1	12.6	2.9	3.3	15.1	17.4	0.0
LnGrp LOS				E	E	E	B	A	A	B	B	
Approach Vol, veh/h					200			1304			312	
Approach Delay, s/veh					65.2			5.2			17.3	
Approach LOS					E			A			B	
Timer - Assigned Phs	1	2		5	6		8					
Phs Duration (G+Y+Rc), s	7.5	78.1		12.5	73.0		18.0					
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5		4.5					
Max Green Setting (Gmax), s	15.5	68.5		15.5	68.5		37.5					
Max Q Clear Time (g_c+1), s	12.4	6.8		7.4	6.0		12.9					
Green Ext Time (p_c), s	0.0	6.9		0.6	2.2		0.6					

Intersection Summary

HCM 6th Ctrl Delay	13.9
HCM 6th LOS	B

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 1: QUEBEC & BUSINESS CENTER/PARK MEADOWS

Short-Term Background 2028
 Saturday Noon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑	↔	↔↔	↑	↔	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔
Traffic Volume (veh/h)	355	1015	304	200	1287	306	482	189	187	422	192	406
Future Volume (veh/h)	355	1015	304	200	1287	306	482	189	187	422	192	406
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	394	1128	338	222	1430	340	536	210	208	469	213	451
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	453	465	394	285	374	317	259	1734	538	533	2139	664
Arrive On Green	0.13	0.25	0.25	0.08	0.20	0.20	0.08	0.34	0.34	0.15	0.42	0.42
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	394	1128	338	222	1430	340	536	210	208	469	213	451
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	13.4	29.8	24.4	7.6	24.0	24.0	9.0	3.4	12.0	15.9	3.0	27.7
Cycle Q Clear(g_c), s	13.4	29.8	24.4	7.6	24.0	24.0	9.0	3.4	12.0	15.9	3.0	27.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	453	465	394	285	374	317	259	1734	538	533	2139	664
V/C Ratio(X)	0.87	2.43	0.86	0.78	3.82	1.07	2.07	0.12	0.39	0.88	0.10	0.68
Avail Cap(c_a), veh/h	547	465	394	691	374	317	259	1734	538	691	2139	664
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.1	45.1	43.0	54.0	48.0	48.0	55.5	27.3	30.1	49.7	21.1	28.3
Incr Delay (d2), s/veh	10.8	647.8	16.2	1.8	1276.7	71.2	493.7	0.1	2.1	8.7	0.1	5.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.7	152.8	16.8	6.0	220.4	23.0	34.8	2.6	8.5	12.0	2.2	16.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.0	692.9	59.2	55.7	1324.7	119.2	549.2	27.4	32.2	58.4	21.2	33.9
LnGrp LOS	E	F	E	E	F	F	F	C	C	E	C	C
Approach Vol, veh/h		1860			1992			954			1133	
Approach Delay, s/veh		444.1			977.5			321.6			41.6	
Approach LOS		F			F			F			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.5	46.8	14.9	34.8	14.0	56.3	20.7	29.0				
Change Period (Y+Rc), s	5.0	6.0	5.0	5.0	5.0	6.0	5.0	5.0				
Max Green Setting (Gmax), s	24.0	32.0	24.0	19.0	9.0	47.0	19.0	24.0				
Max Q Clear Time (g_c+I1), s	17.9	14.0	9.6	31.8	11.0	29.7	15.4	26.0				
Green Ext Time (p_c), s	0.6	3.7	0.3	0.0	0.0	5.7	0.3	0.0				

Intersection Summary

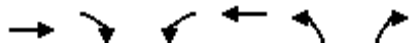
HCM 6th Ctrl Delay	526.6
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
2: ACRES GREEN & COUNTY LINE

Short-Term Background 2028
Saturday Noon



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Volume (veh/h)	1067	123	186	929	133	164
Future Volume (veh/h)	1067	123	186	929	133	164
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1186	137	207	1032	148	182
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2464	1099	371	2757	236	210
Arrive On Green	0.69	0.69	0.05	0.78	0.13	0.13
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	1186	137	207	1032	148	182
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	18.4	3.5	3.8	11.0	9.4	13.5
Cycle Q Clear(g_c), s	18.4	3.5	3.8	11.0	9.4	13.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2464	1099	371	2757	236	210
V/C Ratio(X)	0.48	0.12	0.56	0.37	0.63	0.87
Avail Cap(c_a), veh/h	2464	1099	477	2757	371	330
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.5	6.2	7.4	4.2	49.2	51.0
Incr Delay (d2), s/veh	0.7	0.2	0.5	0.4	1.0	8.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.0	2.1	2.2	6.3	7.7	9.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.1	6.4	7.9	4.6	50.3	59.5
LnGrp LOS	A	A	A	A	D	E
Approach Vol, veh/h	1323			1239	330	
Approach Delay, s/veh	8.9			5.2	55.4	
Approach LOS	A			A	E	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	9.9	89.2		99.1	20.9	
Change Period (Y+Rc), s	4.0	6.0		6.0	5.0	
Max Green Setting (Gmax), s	13.0	67.0		84.0	25.0	
Max Q Clear Time (g_c+1/8), s	13.8	20.4		13.0	15.5	
Green Ext Time (p_c), s	0.1	25.1		22.0	0.4	
Intersection Summary						
HCM 6th Ctrl Delay			12.6			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary
3: ACRES GREEN & PARKWAY

Short-Term Background 2028
Saturday Noon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	27	72	105	45	49	33	240	93	28	254	46
Future Volume (veh/h)	17	27	72	105	45	49	33	240	93	28	254	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	19	30	79	115	49	54	36	264	102	31	279	51
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	3	3	3	2	2	2	2	2	2
Cap, veh/h	597	412	349	642	178	196	268	700	265	264	837	151
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1291	1870	1585	1274	807	889	157	2277	861	147	2722	492
Grp Volume(v), veh/h	19	30	79	115	0	103	219	0	183	194	0	167
Grp Sat Flow(s),veh/h/ln	1291	1870	1585	1274	0	1696	1747	0	1547	1747	0	1614
Q Serve(g_s), s	0.2	0.2	0.8	1.5	0.0	1.0	0.0	0.0	1.8	0.0	0.0	1.5
Cycle Q Clear(g_c), s	1.2	0.2	0.8	1.7	0.0	1.0	1.7	0.0	1.8	1.5	0.0	1.5
Prop In Lane	1.00		1.00	1.00		0.52	0.16		0.56	0.16		0.30
Lane Grp Cap(c), veh/h	597	412	349	642	0	374	757	0	476	757	0	496
V/C Ratio(X)	0.03	0.07	0.23	0.18	0.00	0.28	0.29	0.00	0.39	0.26	0.00	0.34
Avail Cap(c_a), veh/h	1532	1766	1497	1565	0	1601	1812	0	1461	1806	0	1523
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.7	5.9	6.1	6.6	0.0	6.2	5.2	0.0	5.2	5.1	0.0	5.1
Incr Delay (d2), s/veh	0.0	0.1	0.3	0.1	0.0	0.4	0.2	0.0	0.5	0.2	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	0.1	0.2	0.3	0.0	0.3	0.4	0.0	0.4	0.4	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.7	6.0	6.4	6.7	0.0	6.6	5.4	0.0	5.7	5.3	0.0	5.5
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		128			218			402			361	
Approach Delay, s/veh		6.4			6.6			5.5			5.4	
Approach LOS		A			A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		10.4		8.7		10.4		8.7				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		3.8		3.2		3.5		3.7				
Green Ext Time (p_c), s		2.1		0.3		1.8		0.8				
Intersection Summary												
HCM 6th Ctrl Delay				5.8								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary
4: ACRES GREEN & PARK MEADOWS

Short-Term Background 2028
Saturday Noon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↗↘		↗	↗↘	↗	↗	↗↘		↗	↗↘	
Traffic Volume (veh/h)	198	322	75	7	300	107	88	67	5	108	76	249
Future Volume (veh/h)	198	322	75	7	300	107	88	67	5	108	76	249
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	202	329	77	7	306	109	90	68	5	110	78	254
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	3	3	3	2	2	2	2	2	2
Cap, veh/h	441	820	189	322	625	279	339	739	54	538	402	359
Arrive On Green	0.12	0.29	0.29	0.01	0.18	0.18	0.07	0.22	0.22	0.08	0.23	0.23
Sat Flow, veh/h	1781	2866	662	1767	3526	1572	1781	3359	244	1781	1777	1585
Grp Volume(v), veh/h	202	202	204	7	306	109	90	36	37	110	78	254
Grp Sat Flow(s),veh/h/ln	1781	1777	1751	1767	1763	1572	1781	1777	1826	1781	1777	1585
Q Serve(g_s), s	4.6	4.9	5.1	0.2	4.2	3.3	2.0	0.9	0.9	2.5	1.9	7.9
Cycle Q Clear(g_c), s	4.6	4.9	5.1	0.2	4.2	3.3	2.0	0.9	0.9	2.5	1.9	7.9
Prop In Lane	1.00		0.38	1.00		1.00	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	441	509	501	322	625	279	339	391	402	538	402	359
V/C Ratio(X)	0.46	0.40	0.41	0.02	0.49	0.39	0.27	0.09	0.09	0.20	0.19	0.71
Avail Cap(c_a), veh/h	562	959	945	635	1903	849	548	1290	1326	736	1290	1150
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.9	15.4	15.5	17.9	19.9	19.5	14.9	16.7	16.7	14.2	16.8	19.1
Incr Delay (d2), s/veh	0.3	0.7	0.8	0.0	0.8	1.3	0.4	0.1	0.1	0.1	0.2	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.9	3.4	3.4	0.1	3.0	2.2	1.4	0.6	0.6	1.6	1.3	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.2	16.2	16.2	17.9	20.8	20.8	15.3	16.8	16.8	14.3	17.0	21.7
LnGrp LOS	B	B	B	B	C	C	B	B	B	B	B	C
Approach Vol, veh/h		608			422			163			442	
Approach Delay, s/veh		15.5			20.7			16.0			19.1	
Approach LOS		B			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.5	21.4	8.7	18.2	11.4	15.5	9.0	17.8				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	10.0	29.0	10.0	39.0	10.0	29.0	10.0	39.0				
Max Q Clear Time (g_c+I1), s	2.2	7.1	4.0	9.9	6.6	6.2	4.5	2.9				
Green Ext Time (p_c), s	0.0	3.4	0.1	2.2	0.1	3.3	0.1	0.4				
Intersection Summary												
HCM 6th Ctrl Delay				17.9								
HCM 6th LOS				B								

Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	383	16	35	359	11	36
Future Vol, veh/h	383	16	35	359	11	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	65	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	421	18	38	395	12	40

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	439	0	704
Stage 1	-	-	-	-	430
Stage 2	-	-	-	-	274
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	1117	-	371
Stage 1	-	-	-	-	624
Stage 2	-	-	-	-	747
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1117	-	358
Mov Cap-2 Maneuver	-	-	-	-	358
Stage 1	-	-	-	-	624
Stage 2	-	-	-	-	722

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	11.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	613	-	-	1117	-
HCM Lane V/C Ratio	0.084	-	-	0.034	-
HCM Control Delay (s)	11.4	-	-	8.3	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

HCM 6th Signalized Intersection Summary
6: YOSEMITE & PARK MEADOWS

Short-Term Background 2028
Saturday Noon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↔↔	↑↑	↗	↖	↑↑↔		↖↔	↑↑↔	
Traffic Volume (veh/h)	140	181	112	54	111	367	136	570	27	274	691	154
Future Volume (veh/h)	140	181	112	54	111	367	136	570	27	274	691	154
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	146	189	117	56	116	382	142	594	28	285	720	160
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	157	958	427	103	934	417	171	1981	93	345	1677	368
Arrive On Green	0.05	0.27	0.27	0.03	0.26	0.26	0.10	0.40	0.40	0.10	0.40	0.40
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	1781	4998	234	3456	4189	920
Grp Volume(v), veh/h	146	189	117	56	116	382	142	404	218	285	584	296
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1781	1702	1828	1728	1702	1705
Q Serve(g_s), s	4.6	4.5	6.4	1.8	2.7	25.7	8.6	8.9	9.0	8.9	13.6	13.9
Cycle Q Clear(g_c), s	4.6	4.5	6.4	1.8	2.7	25.7	8.6	8.9	9.0	8.9	13.6	13.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.13	1.00		0.54
Lane Grp Cap(c), veh/h	157	958	427	103	934	417	171	1349	725	345	1363	683
V/C Ratio(X)	0.93	0.20	0.27	0.54	0.12	0.92	0.83	0.30	0.30	0.83	0.43	0.43
Avail Cap(c_a), veh/h	157	1115	497	126	1098	490	227	1349	725	377	1363	683
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	52.3	31.0	31.7	52.6	30.9	39.4	48.9	22.7	22.8	48.6	23.9	23.9
Incr Delay (d2), s/veh	50.6	0.1	0.3	1.7	0.1	20.2	13.9	0.6	1.1	11.4	0.9	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.6	3.5	4.5	1.4	2.1	17.9	7.9	6.6	7.3	7.7	9.4	9.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	103.0	31.1	32.0	54.3	30.9	59.6	62.7	23.3	23.8	60.0	24.8	25.8
LnGrp LOS	F	C	C	D	C	E	E	C	C	E	C	C
Approach Vol, veh/h		452			554			764			1165	
Approach Delay, s/veh		54.6			53.0			30.8			33.7	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.0	49.1	9.3	35.6	15.5	49.5	10.0	34.9				
Change Period (Y+Rc), s	5.0	5.5	6.0	* 6	5.0	5.5	5.0	6.0				
Max Green Setting (Gmax), s	12.0	37.5	4.0	* 35	14.0	35.5	5.0	34.0				
Max Q Clear Time (g_c+I1), s	10.9	11.0	3.8	8.4	10.6	15.9	6.6	27.7				
Green Ext Time (p_c), s	0.1	4.3	0.0	1.6	0.1	5.9	0.0	1.2				

Intersection Summary												
HCM 6th Ctrl Delay				39.8								
HCM 6th LOS				D								

Notes

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

HCM 6th Signalized Intersection Summary
7: YOSEMITE & C470 OFF

Short-Term Background 2028
Saturday Noon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	829	10	204	0	0	0	0	1063	15	24	916	0	
Future Volume (veh/h)	829	10	204	0	0	0	0	1063	15	24	916	0	
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No						No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0	
Adj Flow Rate, veh/h	881	0	215				0	1119	16	25	964	0	
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95	
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0	
Cap, veh/h	1000	0	445				0	2826	40	284	3138	0	
Arrive On Green	0.28	0.00	0.28				0.00	0.18	0.18	0.02	0.61	0.00	
Sat Flow, veh/h	3563	0	1585				0	5355	74	1781	5274	0	
Grp Volume(v), veh/h	881	0	215				0	734	401	25	964	0	
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1702	1857	1781	1702	0	
Q Serve(g_s), s	26.0	0.0	12.4				0.0	21.0	21.0	0.6	9.9	0.0	
Cycle Q Clear(g_c), s	26.0	0.0	12.4				0.0	21.0	21.0	0.6	9.9	0.0	
Prop In Lane	1.00		1.00				0.00		0.04	1.00		0.00	
Lane Grp Cap(c), veh/h	1000	0	445				0	1855	1012	284	3138	0	
V/C Ratio(X)	0.88	0.00	0.48				0.00	0.40	0.40	0.09	0.31	0.00	
Avail Cap(c_a), veh/h	1166	0	519				0	1855	1012	355	3138	0	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.85	0.85	0.82	0.82	0.00	
Uniform Delay (d), s/veh	37.8	0.0	32.9				0.0	29.1	29.1	12.0	10.1	0.0	
Incr Delay (d2), s/veh	7.2	0.0	0.8				0.0	0.5	1.0	0.0	0.2	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(95%),veh/ln	7.9	0.0	8.5				0.0	14.4	15.6	0.4	6.4	0.0	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	45.0	0.0	33.7				0.0	29.7	30.1	12.1	10.3	0.0	
LnGrp LOS	D	A	C				A	C	C	B	B	A	
Approach Vol, veh/h		1096						1135			989		
Approach Delay, s/veh		42.8						29.8			10.3		
Approach LOS		D						C			B		
Timer - Assigned Phs	1	2	4	6									
Phs Duration (G+Y+Rc), s	7.7	65.4	36.9	73.1									
Change Period (Y+Rc), s	5.0	5.5	6.0	5.5									
Max Green Setting (Gmax), s	50.5		36.0	62.5									
Max Q Clear Time (g_c+I), s	23.0		28.0	11.9									
Green Ext Time (p_c), s	0.0	8.9	2.9	8.7									

Intersection Summary

HCM 6th Ctrl Delay	28.2
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 8: YOSEMITE & C470 ON/ PARK MEADOWS CENTER

Short-Term Background 2028

Saturday Noon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↗	↘	↖	↗	↘	↖	↗	↘
Traffic Volume (veh/h)	0	0	0	391	328	235	235	989	712	253	548	305
Future Volume (veh/h)	0	0	0	391	328	235	235	989	712	253	548	305
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		No
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h				420	353	253	253	1063	766	272	589	0
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				2	2	2	2	2	2	2	2	2
Cap, veh/h				487	971	433	1483	2513	780	475	1091	
Arrive On Green				0.27	0.27	0.27	0.73	0.98	0.98	0.09	0.21	0.00
Sat Flow, veh/h				1781	3554	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h				420	353	253	253	1063	766	272	589	0
Grp Sat Flow(s),veh/h/ln				1781	1777	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s				24.7	8.8	15.2	0.0	0.6	24.8	7.6	11.3	0.0
Cycle Q Clear(g_c), s				24.7	8.8	15.2	0.0	0.6	24.8	7.6	11.3	0.0
Prop In Lane				1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h				487	971	433	1483	2513	780	475	1091	
V/C Ratio(X)				0.86	0.36	0.58	0.17	0.42	0.98	0.57	0.54	
Avail Cap(c_a), veh/h				704	1405	627	1483	2513	780	607	1091	
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.82	0.82	0.82	1.00	1.00	0.00
Uniform Delay (d), s/veh				38.0	32.3	34.6	8.4	0.4	0.6	39.6	38.4	0.0
Incr Delay (d2), s/veh				6.7	0.2	0.9	0.0	0.4	25.1	0.4	1.9	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				17.1	6.9	9.9	1.6	0.4	9.3	5.9	8.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				44.8	32.4	35.5	8.4	0.9	25.8	40.0	40.4	0.0
LnGrp LOS				D	C	D	A	A	C	D	D	
Approach Vol, veh/h					1026			2082			861	
Approach Delay, s/veh					38.2			10.9			40.2	
Approach LOS					D			B			D	
Timer - Assigned Phs	1	2		5	6		8					
Phs Duration (G+Y+Rc), s	4.8	59.6		45.4	29.0		35.6					
Change Period (Y+Rc), s	5.0	5.5		5.5	* 5.5		5.5					
Max Green Setting (Gmax), s	14.0	36.5		27.0	* 24		43.5					
Max Q Clear Time (g_c+1), s	19.6	26.8		2.0	13.3		26.7					
Green Ext Time (p_c), s	0.2	6.8		0.3	2.9		3.4					

Intersection Summary

HCM 6th Ctrl Delay	24.4
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 1: QUEBEC & BUSINESS CENTER/PARK MEADOWS

Short-Term Background 2028
 Weekday PM

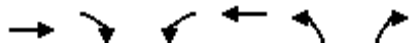


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖	↖↗	↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	385	114	323	400	137	110	262	1186	306	99	844	270
Future Volume (veh/h)	385	114	323	400	137	110	262	1186	306	99	844	270
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	393	116	330	408	140	112	267	1210	312	101	861	276
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	446	401	340	467	412	349	222	2335	725	149	2227	691
Arrive On Green	0.13	0.21	0.21	0.14	0.22	0.22	0.06	0.46	0.46	0.04	0.44	0.44
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	393	116	330	408	140	112	267	1210	312	101	861	276
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	15.6	7.3	28.9	16.2	8.8	8.3	9.0	23.6	18.6	4.0	16.0	16.6
Cycle Q Clear(g_c), s	15.6	7.3	28.9	16.2	8.8	8.3	9.0	23.6	18.6	4.0	16.0	16.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	446	401	340	467	412	349	222	2335	725	149	2227	691
V/C Ratio(X)	0.88	0.29	0.97	0.87	0.34	0.32	1.20	0.52	0.43	0.68	0.39	0.40
Avail Cap(c_a), veh/h	568	401	340	864	561	476	222	2335	725	494	2227	691
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.9	46.1	54.6	59.4	46.0	45.8	65.5	27.0	25.7	66.0	26.8	26.9
Incr Delay (d2), s/veh	10.8	0.1	40.9	2.0	0.2	0.2	125.7	0.8	1.9	2.0	0.5	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.0	6.2	21.8	11.7	7.5	6.0	13.2	14.9	11.9	3.3	10.9	10.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.7	46.2	95.5	61.4	46.2	46.0	191.2	27.8	27.5	68.0	27.3	28.7
LnGrp LOS	E	D	F	E	D	D	F	C	C	E	C	C
Approach Vol, veh/h		839			660			1789			1238	
Approach Delay, s/veh		77.1			55.5			52.2			30.9	
Approach LOS		E			E			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	70.0	23.9	35.0	14.0	67.1	23.1	35.9				
Change Period (Y+Rc), s	5.0	6.0	5.0	5.0	5.0	6.0	5.0	5.0				
Max Green Setting (Gmax), s	20.0	34.0	35.0	30.0	9.0	45.0	23.0	42.0				
Max Q Clear Time (g_c+I1), s	6.0	25.6	18.2	30.9	11.0	18.6	17.6	10.8				
Green Ext Time (p_c), s	0.1	7.1	0.7	0.0	0.0	14.1	0.4	0.7				
Intersection Summary												
HCM 6th Ctrl Delay			51.5									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary

2: ACRES GREEN & COUNTY LINE

Short-Term Background 2028
Weekday PM



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↵	↑↑	↵	↑
Traffic Volume (veh/h)	733	178	352	1094	247	201
Future Volume (veh/h)	733	178	352	1094	247	201
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	756	184	363	1128	255	207
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2260	1008	535	2737	282	251
Arrive On Green	0.64	0.64	0.09	0.77	0.16	0.16
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	756	184	363	1128	255	207
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	13.8	6.7	9.3	15.0	19.7	17.7
Cycle Q Clear(g_c), s	13.8	6.7	9.3	15.0	19.7	17.7
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2260	1008	535	2737	282	251
V/C Ratio(X)	0.33	0.18	0.68	0.41	0.90	0.82
Avail Cap(c_a), veh/h	2260	1008	614	2737	356	317
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.8	10.5	8.1	5.4	57.9	57.0
Incr Delay (d2), s/veh	0.4	0.4	3.9	0.5	19.7	10.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.4	4.4	6.9	8.9	15.7	12.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.2	10.9	12.0	5.9	77.6	67.8
LnGrp LOS	B	B	B	A	E	E
Approach Vol, veh/h	940			1491	462	
Approach Delay, s/veh	11.9			7.4	73.2	
Approach LOS	B			A	E	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	88.8	94.0		112.8	27.2	
Change Period (Y+Rc), s	6.0	* 5		5.0	5.0	
Max Green Setting (Gmax), s	100.0	* 78		102.0	28.0	
Max Q Clear Time (g_c+I), s	111.3	15.8		17.0	21.7	
Green Ext Time (p_c), s	1.5	3.1		6.9	0.5	

Intersection Summary

HCM 6th Ctrl Delay	19.4
HCM 6th LOS	B

Notes

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

HCM 6th Signalized Intersection Summary
3: ACRES GREEN & PARKWAY

Short-Term Background 2028

Weekday PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	9	97	92	29	46	49	385	48	16	499	14
Future Volume (veh/h)	5	9	97	92	29	46	49	385	48	16	499	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	10	104	99	31	49	53	414	52	17	537	15
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	561	372	316	600	130	205	272	1010	125	201	1223	34
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	1319	1870	1585	1279	653	1032	172	2789	345	42	3376	93
Grp Volume(v), veh/h	5	10	104	99	0	80	272	0	247	299	0	270
Grp Sat Flow(s),veh/h/ln	1319	1870	1585	1279	0	1685	1666	0	1640	1827	0	1685
Q Serve(g_s), s	0.1	0.1	1.2	1.4	0.0	0.8	0.0	0.0	2.3	0.0	0.0	2.5
Cycle Q Clear(g_c), s	0.9	0.1	1.2	1.5	0.0	0.8	2.2	0.0	2.3	2.5	0.0	2.5
Prop In Lane	1.00		1.00	1.00		0.61	0.20		0.21	0.06		0.06
Lane Grp Cap(c), veh/h	561	372	316	600	0	335	813	0	594	847	0	610
V/C Ratio(X)	0.01	0.03	0.33	0.16	0.00	0.24	0.33	0.00	0.42	0.35	0.00	0.44
Avail Cap(c_a), veh/h	1456	1641	1391	1468	0	1478	1596	0	1439	1758	0	1479
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.3	6.6	7.0	7.2	0.0	6.9	4.9	0.0	4.9	5.0	0.0	5.0
Incr Delay (d2), s/veh	0.0	0.0	0.6	0.1	0.0	0.4	0.2	0.0	0.5	0.2	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.4	0.4	0.0	0.3	0.5	0.0	0.5	0.6	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.3	6.6	7.6	7.3	0.0	7.3	5.1	0.0	5.4	5.2	0.0	5.5
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		119			179			519			569	
Approach Delay, s/veh		7.5			7.3			5.2			5.3	
Approach LOS		A			A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		11.9		8.6		11.9		8.6				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		4.3		3.2		4.5		3.5				
Green Ext Time (p_c), s		2.8		0.3		2.9		0.6				
Intersection Summary												
HCM 6th Ctrl Delay				5.7								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary
4: ACRES GREEN & PARK MEADOWS

Short-Term Background 2028
Weekday PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗	↖	↖	↖↗		↖	↖↗	
Traffic Volume (veh/h)	162	307	116	13	369	221	91	96	13	211	161	315
Future Volume (veh/h)	162	307	116	13	369	221	91	96	13	211	161	315
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	171	323	122	14	388	233	96	101	14	222	169	332
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	392	791	293	338	829	370	294	667	91	567	485	432
Arrive On Green	0.10	0.31	0.31	0.02	0.23	0.23	0.06	0.21	0.21	0.12	0.27	0.27
Sat Flow, veh/h	1781	2537	941	1781	3554	1585	1781	3143	428	1781	1777	1585
Grp Volume(v), veh/h	171	224	221	14	388	233	96	56	59	222	169	332
Grp Sat Flow(s),veh/h/ln	1781	1777	1701	1781	1777	1585	1781	1777	1793	1781	1777	1585
Q Serve(g_s), s	4.5	6.5	6.7	0.4	6.2	8.7	2.7	1.7	1.7	6.1	5.0	12.6
Cycle Q Clear(g_c), s	4.5	6.5	6.7	0.4	6.2	8.7	2.7	1.7	1.7	6.1	5.0	12.6
Prop In Lane	1.00		0.55	1.00		1.00	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	392	554	531	338	829	370	294	377	381	567	485	432
V/C Ratio(X)	0.44	0.40	0.42	0.04	0.47	0.63	0.33	0.15	0.15	0.39	0.35	0.77
Avail Cap(c_a), veh/h	574	1002	959	470	1624	725	426	812	820	754	975	869
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.5	17.8	17.9	18.6	21.7	22.6	18.9	21.0	21.1	15.9	19.2	22.0
Incr Delay (d2), s/veh	0.3	0.7	0.7	0.0	0.6	2.5	0.6	0.2	0.2	0.2	0.4	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.0	4.7	4.6	0.3	4.5	5.9	2.0	1.2	1.3	4.1	3.6	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.8	18.5	18.6	18.6	22.3	25.1	19.5	21.2	21.2	16.0	19.6	24.8
LnGrp LOS	B	B	B	B	C	C	B	C	C	B	B	C
Approach Vol, veh/h		616			635			211			723	
Approach Delay, s/veh		17.8			23.2			20.4			20.9	
Approach LOS		B			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.1	26.5	9.1	23.9	11.3	21.3	13.1	19.9				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	6.0	37.0	9.0	36.0	13.0	30.0	15.0	30.0				
Max Q Clear Time (g_c+I1), s	2.4	8.7	4.7	14.6	6.5	10.7	8.1	3.7				
Green Ext Time (p_c), s	0.0	4.1	0.1	3.3	0.1	4.6	0.2	0.6				
Intersection Summary												
HCM 6th Ctrl Delay				20.7								
HCM 6th LOS				C								

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	458	16	28	491	6	36
Future Vol, veh/h	458	16	28	491	6	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	65	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	492	17	30	528	6	39

































Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	509	0	825 255
Stage 1	-	-	-	-	501 -
Stage 2	-	-	-	-	324 -
Critical Hdwy	-	-	4.14	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	-	-	2.22	-	3.52 3.32
Pot Cap-1 Maneuver	-	-	1052	-	311 744
Stage 1	-	-	-	-	574 -
Stage 2	-	-	-	-	705 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1052	-	302 744
Mov Cap-2 Maneuver	-	-	-	-	302 -
Stage 1	-	-	-	-	574 -
Stage 2	-	-	-	-	685 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	615	-	-	1052	-
HCM Lane V/C Ratio	0.073	-	-	0.029	-
HCM Control Delay (s)	11.3	-	-	8.5	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

HCM 6th Signalized Intersection Summary
6: YOSEMITE & PARK MEADOWS

Short-Term Background 2028
Weekday PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 			  		 	  	
Traffic Volume (veh/h)	129	176	168	52	238	400	191	519	54	244	661	97
Future Volume (veh/h)	129	176	168	52	238	400	191	519	54	244	661	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	133	181	173	54	245	412	197	535	56	252	681	100
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	181	931	415	90	863	385	222	1729	179	307	1495	217
Arrive On Green	0.05	0.26	0.26	0.03	0.24	0.24	0.12	0.37	0.37	0.09	0.33	0.33
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	1781	4701	486	3456	4502	654
Grp Volume(v), veh/h	133	181	173	54	245	412	197	386	205	252	513	268
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1781	1702	1783	1728	1702	1753
Q Serve(g_s), s	5.3	5.5	12.7	2.2	7.8	34.0	15.2	11.3	11.5	10.0	16.6	16.9
Cycle Q Clear(g_c), s	5.3	5.5	12.7	2.2	7.8	34.0	15.2	11.3	11.5	10.0	16.6	16.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.27	1.00		0.37
Lane Grp Cap(c), veh/h	181	931	415	90	863	385	222	1252	656	307	1131	582
V/C Ratio(X)	0.74	0.19	0.42	0.60	0.28	1.07	0.89	0.31	0.31	0.82	0.45	0.46
Avail Cap(c_a), veh/h	247	952	425	148	863	385	356	1252	656	716	1131	582
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97
Uniform Delay (d), s/veh	65.4	40.2	42.8	67.4	43.1	53.0	60.3	31.6	31.6	62.7	36.8	36.9
Incr Delay (d2), s/veh	4.1	0.1	0.7	2.3	0.2	65.8	9.6	0.6	1.2	2.0	1.3	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.4	4.5	8.8	1.8	6.3	29.1	12.0	8.4	9.0	7.9	11.5	12.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.5	40.3	43.5	69.8	43.3	118.8	69.9	32.2	32.9	64.7	38.0	39.4
LnGrp LOS	E	D	D	E	D	F	E	C	C	E	D	D
Approach Vol, veh/h		487			711			788			1033	
Approach Delay, s/veh		49.4			89.1			41.8			44.9	
Approach LOS		D			F			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.5	57.0	9.7	42.7	22.4	52.0	12.3	40.0				
Change Period (Y+Rc), s	5.0	5.5	6.0	* 6	5.0	5.5	5.0	6.0				
Max Green Setting (Gmax), s	29.0	45.5	6.0	* 38	28.0	46.5	10.0	34.0				
Max Q Clear Time (g_c+I1), s	12.0	13.5	4.2	14.7	17.2	18.9	7.3	36.0				
Green Ext Time (p_c), s	0.4	4.2	0.0	1.7	0.2	5.7	0.1	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			55.2									
HCM 6th LOS			E									
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary

7: YOSEMITE & C470 OFF

Short-Term Background 2028
Weekday PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	302	22	228	0	0	0	0	1034	30	35	747	0
Future Volume (veh/h)	302	22	228	0	0	0	0	1034	30	35	747	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	327	0	235				0	1066	31	36	770	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	615	0	273				0	3482	101	407	3806	0
Arrive On Green	0.17	0.00	0.17				0.00	0.68	0.68	0.03	0.75	0.00
Sat Flow, veh/h	3563	0	1585				0	5268	148	1781	5274	0
Grp Volume(v), veh/h	327	0	235				0	711	386	36	770	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1702	1844	1781	1702	0
Q Serve(g_s), s	11.7	0.0	20.2				0.0	11.7	11.7	0.8	6.3	0.0
Cycle Q Clear(g_c), s	11.7	0.0	20.2				0.0	11.7	11.7	0.8	6.3	0.0
Prop In Lane	1.00		1.00				0.00		0.08	1.00		0.00
Lane Grp Cap(c), veh/h	615	0	273				0	2324	1259	407	3806	0
V/C Ratio(X)	0.53	0.00	0.86				0.00	0.31	0.31	0.09	0.20	0.00
Avail Cap(c_a), veh/h	1145	0	509				0	2324	1259	461	3806	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.89	0.89	0.92	0.92	0.00
Uniform Delay (d), s/veh	52.8	0.0	56.3				0.0	8.9	8.9	6.2	5.3	0.0
Incr Delay (d2), s/veh	0.7	0.0	7.7				0.0	0.3	0.6	0.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	0.0	13.5				0.0	7.6	8.2	0.5	3.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.5	0.0	64.0				0.0	9.2	9.5	6.2	5.5	0.0
LnGrp LOS	D	A	E				A	A	A	A	A	A
Approach Vol, veh/h		562						1097			806	
Approach Delay, s/veh		57.9						9.3			5.5	
Approach LOS		E						A			A	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	8.8		30.2	109.8								
Change Period (Y+Rc), s	5.0	5.5	6.0	5.5								
Max Green Setting (Gmax), s	70.5		45.0	83.5								
Max Q Clear Time (g_c+I), s	13.7		22.2	8.3								
Green Ext Time (p_c), s	0.0	9.7	2.0	6.6								

Intersection Summary

HCM 6th Ctrl Delay	19.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 8: YOSEMITE & C470 ON/ PARK MEADOWS CENTER

Short-Term Background 2028
 Weekday PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↘	↗	↗	↘	↗	↗	↘	↗	↗
Traffic Volume (veh/h)	0	0	0	296	155	115	240	705	532	125	492	147
Future Volume (veh/h)	0	0	0	296	155	115	240	705	532	125	492	147
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		No
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h				312	163	121	253	742	560	132	518	0
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	2	2	2	2	2	2	2	2
Cap, veh/h				351	701	313	1287	3334	1035	756	3303	
Arrive On Green				0.20	0.20	0.20	0.07	1.00	1.00	0.04	0.65	0.00
Sat Flow, veh/h				1781	3554	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h				312	163	121	253	742	560	132	518	0
Grp Sat Flow(s),veh/h/ln				1781	1777	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s				23.9	5.4	9.3	3.5	0.0	0.0	1.8	5.6	0.0
Cycle Q Clear(g_c), s				23.9	5.4	9.3	3.5	0.0	0.0	1.8	5.6	0.0
Prop In Lane				1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h				351	701	313	1287	3334	1035	756	3303	
V/C Ratio(X)				0.89	0.23	0.39	0.20	0.22	0.54	0.17	0.16	
Avail Cap(c_a), veh/h				566	1130	504	1809	3334	1035	955	3303	
HCM Platoon Ratio				1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.94	0.94	0.94	1.00	1.00	0.00
Uniform Delay (d), s/veh				54.7	47.3	48.8	7.3	0.0	0.0	7.3	9.7	0.0
Incr Delay (d2), s/veh				8.5	0.1	0.6	0.0	0.1	1.9	0.0	0.1	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				17.1	4.4	6.8	2.2	0.1	1.0	1.2	3.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				63.2	47.4	49.4	7.3	0.1	1.9	7.4	9.8	0.0
LnGrp LOS				E	D	D	A	A	A	A	A	
Approach Vol, veh/h					596			1555			650	
Approach Delay, s/veh					56.1			1.9			9.3	
Approach LOS					E			A			A	
Timer - Assigned Phs	1	2		5	6		8					
Phs Duration (G+Y+Rc), s	10.0	96.9		10.8	96.1		33.1					
Change Period (Y+Rc), s	5.0	5.5		5.0	5.5		5.5					
Max Green Setting (Gmax), s	10.0	66.5		27.0	52.5		44.5					
Max Q Clear Time (g_c+1), s	10.0	2.0		5.5	7.6		25.9					
Green Ext Time (p_c), s	0.1	9.7		0.3	4.0		1.7					

Intersection Summary

HCM 6th Ctrl Delay	15.2
HCM 6th LOS	B

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

APPENDIX D. 2050 BACKGROUND OPERATIONS ANALYSIS WORKSHEETS

HCM 6th Signalized Intersection Summary
 1: QUEBEC & BUSINESS CENTER/PARK MEADOWS

Long-Term Background 2050
 Weekday AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖	↖↗	↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	152	164	219	432	180	217	167	584	613	340	1367	264
Future Volume (veh/h)	152	164	219	432	180	217	167	584	613	340	1367	264
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	169	182	243	480	200	241	186	649	681	378	1519	293
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	223	305	258	333	364	309	237	2534	787	307	2638	819
Arrive On Green	0.06	0.16	0.16	0.10	0.19	0.19	0.07	0.50	0.50	0.09	0.52	0.52
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	169	182	243	480	200	241	186	649	681	378	1519	293
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	6.5	12.2	20.5	13.0	13.0	19.5	7.2	9.9	51.2	12.0	27.6	14.8
Cycle Q Clear(g_c), s	6.5	12.2	20.5	13.0	13.0	19.5	7.2	9.9	51.2	12.0	27.6	14.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	223	305	258	333	364	309	237	2534	787	307	2638	819
V/C Ratio(X)	0.76	0.60	0.94	1.44	0.55	0.78	0.79	0.26	0.87	1.23	0.58	0.36
Avail Cap(c_a), veh/h	512	305	258	333	364	309	512	2534	787	307	2638	819
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.1	52.4	55.9	61.0	49.0	51.6	61.9	19.6	30.0	61.5	22.4	19.3
Incr Delay (d2), s/veh	2.0	2.2	39.6	215.4	1.0	11.1	2.2	0.2	12.3	128.9	0.9	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.3	9.9	16.5	25.0	10.3	13.6	5.8	7.2	29.4	17.4	16.7	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.1	54.6	95.5	276.4	50.0	62.7	64.1	19.9	42.3	190.4	23.4	20.6
LnGrp LOS	E	D	F	F	D	E	E	B	D	F	C	C
Approach Vol, veh/h		594			921			1516			2190	
Approach Delay, s/veh		74.1			171.3			35.4			51.8	
Approach LOS		E			F			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.0	73.0	18.0	27.0	14.2	75.8	13.7	31.3				
Change Period (Y+Rc), s	5.0	6.0	5.0	5.0	5.0	6.0	5.0	5.0				
Max Green Setting (Gmax), s	12.0	67.0	13.0	22.0	20.0	59.0	20.0	15.0				
Max Q Clear Time (g_c+I1), s	14.0	53.2	15.0	22.5	9.2	29.6	8.5	21.5				
Green Ext Time (p_c), s	0.0	9.8	0.0	0.0	0.1	23.5	0.2	0.0				

Intersection Summary

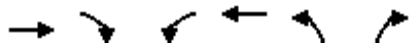
HCM 6th Ctrl Delay	70.7
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 2: ACRES GREEN & COUNTY LINE

Long-Term Background 2050
 Weekday AM



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Volume (veh/h)	1001	161	159	419	126	232
Future Volume (veh/h)	1001	161	159	419	126	232
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1112	179	177	466	140	258
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2372	1058	355	2639	313	279
Arrive On Green	0.67	0.67	0.05	0.74	0.18	0.18
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	1112	179	177	466	140	258
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	20.4	5.7	4.1	5.2	9.5	21.6
Cycle Q Clear(g_c), s	20.4	5.7	4.1	5.2	9.5	21.6
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2372	1058	355	2639	313	279
V/C Ratio(X)	0.47	0.17	0.50	0.18	0.45	0.92
Avail Cap(c_a), veh/h	2372	1058	419	2639	330	294
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.9	8.4	8.7	5.1	49.7	54.7
Incr Delay (d2), s/veh	0.7	0.3	0.4	0.1	0.4	31.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.6	3.7	2.6	3.4	7.7	16.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.5	8.8	9.1	5.3	50.1	86.6
LnGrp LOS	B	A	A	A	D	F
Approach Vol, veh/h	1291			643	398	
Approach Delay, s/veh	11.1			6.4	73.7	
Approach LOS	B			A	E	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	10.1	96.1		106.2	28.8	
Change Period (Y+Rc), s	4.0	6.0		6.0	5.0	
Max Green Setting (Gmax), s	10.0	84.0		99.0	25.0	
Max Q Clear Time (g_c+1/3), s	10.0	22.4		7.2	23.6	
Green Ext Time (p_c), s	0.1	27.0		7.2	0.1	
Intersection Summary						
HCM 6th Ctrl Delay			20.5			
HCM 6th LOS			C			

HCM 6th Signalized Intersection Summary
3: ACRES GREEN & PARKWAY

Long-Term Background 2050
























Weekday AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	8	31	9	7	10	33	340	24	21	303	1
Future Volume (veh/h)	2	8	31	9	7	10	33	340	24	21	303	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	9	34	10	8	11	36	374	26	23	333	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	3	3	3	2	2	2	2	2	2
Cap, veh/h	553	164	139	558	62	85	309	1088	75	287	1194	4
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	1393	1870	1585	1353	708	973	145	3063	212	105	3362	10
Grp Volume(v), veh/h	2	9	34	10	0	19	232	0	204	188	0	169
Grp Sat Flow(s),veh/h/ln	1393	1870	1585	1353	0	1680	1756	0	1664	1776	0	1700
Q Serve(g_s), s	0.0	0.1	0.3	0.1	0.0	0.2	0.0	0.0	1.5	0.0	0.0	1.1
Cycle Q Clear(g_c), s	0.2	0.1	0.3	0.2	0.0	0.2	1.5	0.0	1.5	1.2	0.0	1.1
Prop In Lane	1.00		1.00	1.00		0.58	0.16		0.13	0.12		0.01
Lane Grp Cap(c), veh/h	553	164	139	558	0	147	881	0	591	881	0	604
V/C Ratio(X)	0.00	0.06	0.25	0.02	0.00	0.13	0.26	0.00	0.35	0.21	0.00	0.28
Avail Cap(c_a), veh/h	1985	2085	1767	1948	0	1873	2147	0	1855	2161	0	1895
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.9	6.8	6.9	6.8	0.0	6.8	3.8	0.0	3.8	3.7	0.0	3.7
Incr Delay (d2), s/veh	0.0	0.1	0.9	0.0	0.0	0.4	0.2	0.0	0.3	0.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.1	0.0	0.0	0.1	0.1	0.0	0.1	0.1	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.9	6.9	7.8	6.9	0.0	7.2	4.0	0.0	4.2	3.9	0.0	4.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		45			29			436			357	
Approach Delay, s/veh		7.6			7.1			4.1			3.9	
Approach LOS		A			A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		10.2		5.9		10.2		5.9				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		3.5		2.3		3.2		2.2				
Green Ext Time (p_c), s		2.3		0.1		1.8		0.1				
Intersection Summary												
HCM 6th Ctrl Delay				4.3								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary
4: ACRES GREEN & PARK MEADOWS

Long-Term Background 2050
Weekday AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	273	95	15	206	96	167	145	11	191	74	76
Future Volume (veh/h)	152	273	95	15	206	96	167	145	11	191	74	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	155	279	97	15	210	98	170	148	11	195	76	78
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	3	3	3	2	2	2	2	2	2
Cap, veh/h	452	615	209	340	549	245	470	382	28	482	227	202
Arrive On Green	0.10	0.24	0.24	0.02	0.16	0.16	0.11	0.11	0.11	0.13	0.13	0.13
Sat Flow, veh/h	1781	2603	885	1767	3526	1572	1781	3356	247	1781	1777	1585
Grp Volume(v), veh/h	155	188	188	15	210	98	170	78	81	195	76	78
Grp Sat Flow(s),veh/h/ln	1781	1777	1711	1767	1763	1572	1781	1777	1826	1781	1777	1585
Q Serve(g_s), s	3.1	4.0	4.1	0.3	2.3	2.5	3.6	1.8	1.8	4.1	1.7	2.0
Cycle Q Clear(g_c), s	3.1	4.0	4.1	0.3	2.3	2.5	3.6	1.8	1.8	4.1	1.7	2.0
Prop In Lane	1.00		0.52	1.00		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	452	420	404	340	549	245	470	202	208	482	227	202
V/C Ratio(X)	0.34	0.45	0.46	0.04	0.38	0.40	0.36	0.38	0.39	0.40	0.34	0.39
Avail Cap(c_a), veh/h	681	1177	1134	710	2336	1042	673	1583	1627	661	1583	1412
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.0	14.3	14.3	15.0	16.6	16.6	14.4	18.0	18.0	14.2	17.4	17.5
Incr Delay (d2), s/veh	0.2	1.1	1.2	0.0	0.6	1.5	0.5	1.2	1.2	0.2	0.9	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.9	2.7	2.7	0.2	1.6	1.6	2.3	1.3	1.3	2.5	1.2	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.1	15.3	15.5	15.1	17.2	18.1	14.9	19.2	19.2	14.4	18.3	18.7
LnGrp LOS	B	B	B	B	B	B	B	B	B	B	B	B
Approach Vol, veh/h		531			323			329			349	
Approach Delay, s/veh		14.8			17.4			17.0			16.2	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.8	16.3	10.0	11.6	9.4	12.8	10.6	11.0				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	10.0	29.0	10.0	39.0	10.0	29.0	10.0	39.0				
Max Q Clear Time (g_c+I1), s	2.3	6.1	5.6	4.0	5.1	4.5	6.1	3.8				
Green Ext Time (p_c), s	0.0	3.2	0.2	0.9	0.1	2.4	0.1	0.9				
Intersection Summary												
HCM 6th Ctrl Delay				16.1								
HCM 6th LOS				B								

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	303	14	26	325	11	19
Future Vol, veh/h	303	14	26	325	11	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	65	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	333	15	29	357	12	21

































Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	348	0	578 174
Stage 1	-	-	-	-	341 -
Stage 2	-	-	-	-	237 -
Critical Hdwy	-	-	4.14	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	-	-	2.22	-	3.52 3.32
Pot Cap-1 Maneuver	-	-	1208	-	446 839
Stage 1	-	-	-	-	692 -
Stage 2	-	-	-	-	780 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1208	-	435 839
Mov Cap-2 Maneuver	-	-	-	-	435 -
Stage 1	-	-	-	-	692 -
Stage 2	-	-	-	-	761 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	626	-	-	1208	-
HCM Lane V/C Ratio	0.053	-	-	0.024	-
HCM Control Delay (s)	11.1	-	-	8.1	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

HCM 6th Signalized Intersection Summary
6: YOSEMITE & PARK MEADOWS

Long-Term Background 2050
Weekday AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 			  		 	  	
Traffic Volume (veh/h)	38	172	109	65	195	414	134	681	48	339	418	40
Future Volume (veh/h)	38	172	109	65	195	414	134	681	48	339	418	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	40	179	114	68	203	431	140	709	50	353	435	42
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	837	373	110	895	399	164	2178	153	411	2246	214
Arrive On Green	0.02	0.24	0.24	0.03	0.25	0.25	0.09	0.45	0.45	0.12	0.47	0.47
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	1781	4871	342	3456	4742	451
Grp Volume(v), veh/h	40	179	114	68	203	431	140	494	265	353	311	166
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1781	1702	1809	1728	1702	1789
Q Serve(g_s), s	1.5	5.5	8.0	2.6	6.1	34.0	10.5	12.7	12.8	13.5	7.1	7.3
Cycle Q Clear(g_c), s	1.5	5.5	8.0	2.6	6.1	34.0	10.5	12.7	12.8	13.5	7.1	7.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.19	1.00		0.25
Lane Grp Cap(c), veh/h	80	837	373	110	895	399	164	1522	809	411	1612	847
V/C Ratio(X)	0.50	0.21	0.31	0.62	0.23	1.08	0.85	0.32	0.33	0.86	0.19	0.20
Avail Cap(c_a), veh/h	256	856	382	282	895	399	224	1522	809	640	1612	847
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93
Uniform Delay (d), s/veh	65.2	41.5	42.5	64.5	40.1	50.5	60.4	24.1	24.2	58.4	20.6	20.6
Incr Delay (d2), s/veh	1.8	0.1	0.5	2.1	0.1	68.0	15.7	0.6	1.1	4.1	0.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.3	4.4	5.8	2.1	4.9	29.8	9.3	9.1	9.7	10.1	5.3	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.0	41.7	43.0	66.6	40.2	118.5	76.1	24.7	25.3	62.5	20.8	21.1
LnGrp LOS	E	D	D	E	D	F	E	C	C	E	C	C
Approach Vol, veh/h		333			702			899			830	
Approach Delay, s/veh		45.1			90.9			32.9			38.6	
Approach LOS		D			F			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.0	65.9	10.3	37.8	17.5	69.4	8.1	40.0				
Change Period (Y+Rc), s	5.0	5.5	6.0	* 6	5.0	5.5	5.0	6.0				
Max Green Setting (Gmax), s	25.0	44.5	11.0	* 33	17.0	52.5	10.0	34.0				
Max Q Clear Time (g_c+I1), s	15.5	14.8	4.6	10.0	12.5	9.3	3.5	36.0				
Green Ext Time (p_c), s	0.5	5.5	0.0	1.4	0.1	3.4	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			50.8									
HCM 6th LOS			D									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary
7: YOSEMITE & C470 OFF

Long-Term Background 2050
Weekday AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	237	16	351	0	0	0	0	1113	32	30	444	0	
Future Volume (veh/h)	237	16	351	0	0	0	0	1113	32	30	444	0	
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No						No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0	
Adj Flow Rate, veh/h	261	0	369				0	1172	34	32	467	0	
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95	
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0	
Cap, veh/h	908	0	404				0	3045	88	376	3370	0	
Arrive On Green	0.25	0.00	0.25				0.00	1.00	1.00	0.02	0.44	0.00	
Sat Flow, veh/h	3563	0	1585				0	5268	148	1781	5274	0	
Grp Volume(v), veh/h	261	0	369				0	782	424	32	467	0	
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1702	1844	1781	1702	0	
Q Serve(g_s), s	8.0	0.0	30.5				0.0	0.0	0.0	0.9	7.3	0.0	
Cycle Q Clear(g_c), s	8.0	0.0	30.5				0.0	0.0	0.0	0.9	7.3	0.0	
Prop In Lane	1.00		1.00				0.00		0.08	1.00		0.00	
Lane Grp Cap(c), veh/h	908	0	404				0	2033	1101	376	3370	0	
V/C Ratio(X)	0.29	0.00	0.91				0.00	0.38	0.38	0.09	0.14	0.00	
Avail Cap(c_a), veh/h	1161	0	517				0	2033	1101	422	3370	0	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	0.67	0.67	1.00	
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.89	0.89	0.96	0.96	0.00	
Uniform Delay (d), s/veh	40.4	0.0	48.9				0.0	0.0	0.0	9.1	14.8	0.0	
Incr Delay (d2), s/veh	0.2	0.0	17.8				0.0	0.5	0.9	0.0	0.1	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(95%),veh/ln	6.4	0.0	20.2				0.0	0.3	0.5	0.6	5.4	0.0	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	40.6	0.0	66.7				0.0	0.5	0.9	9.1	14.9	0.0	
LnGrp LOS	D	A	E				A	A	A	A	B	A	
Approach Vol, veh/h		630						1206			499		
Approach Delay, s/veh		55.9						0.6			14.6		
Approach LOS		E						A			B		
Timer - Assigned Phs	1	2	4	6									
Phs Duration (G+Y+Rc), s	8.5	86.1	40.4	94.6									
Change Period (Y+Rc), s	5.0	5.5	6.0	5.5									
Max Green Setting (Gmax), s	67.5		44.0	79.5									
Max Q Clear Time (g_c+I), s	2.0		32.5	9.3									
Green Ext Time (p_c), s	0.0	11.4	1.9	3.7									

Intersection Summary

HCM 6th Ctrl Delay	18.5
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 8: YOSEMITE & C470 ON/ PARK MEADOWS CENTER

Long-Term Background 2050
 Weekday AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↶	↷	↷	↶	↷	↷	↶	↷	↷
Traffic Volume (veh/h)	0	0	0	153	25	29	305	657	391	24	299	32
Future Volume (veh/h)	0	0	0	153	25	29	305	657	391	24	299	32
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		No
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h				165	27	31	328	706	420	26	322	0
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				2	2	2	2	2	2	2	2	2
Cap, veh/h				197	393	175	1303	2802	870	679	2591	
Arrive On Green				0.11	0.11	0.11	0.11	0.92	0.92	0.02	0.51	0.00
Sat Flow, veh/h				1781	3554	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h				165	27	31	328	706	420	26	322	0
Grp Sat Flow(s),veh/h/ln				1781	1777	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s				12.3	0.9	2.4	6.0	2.0	5.4	0.5	4.5	0.0
Cycle Q Clear(g_c), s				12.3	0.9	2.4	6.0	2.0	5.4	0.5	4.5	0.0
Prop In Lane				1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h				197	393	175	1303	2802	870	679	2591	
V/C Ratio(X)				0.84	0.07	0.18	0.25	0.25	0.48	0.04	0.12	
Avail Cap(c_a), veh/h				495	987	440	1477	2802	870	996	2591	
HCM Platoon Ratio				1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	0.00
Uniform Delay (d), s/veh				58.8	53.8	54.4	12.4	2.6	2.8	15.0	17.5	0.0
Incr Delay (d2), s/veh				9.0	0.1	0.5	0.1	0.0	0.4	0.0	0.1	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				10.1	0.8	1.8	3.9	1.2	2.2	0.3	3.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				67.8	53.9	54.9	12.4	2.7	3.2	15.0	17.6	0.0
LnGrp LOS				E	D	D	B	A	A	B	B	
Approach Vol, veh/h					223			1454			348	
Approach Delay, s/veh					64.3			5.0			17.4	
Approach LOS					E			A			B	
Timer - Assigned Phs	1	2		5	6		8					
Phs Duration (G+Y+Rc), s	7.6	78.6		13.2	73.0		19.4					
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5		4.5					
Max Green Setting (Gmax), s	15.5	68.5		15.5	68.5		37.5					
Max Q Clear Time (g_c+1), s	12.5	7.4		8.0	6.5		14.3					
Green Ext Time (p_c), s	0.0	8.1		0.7	2.4		0.7					

Intersection Summary

HCM 6th Ctrl Delay	13.7
HCM 6th LOS	B

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 1: QUEBEC & BUSINESS CENTER/PARK MEADOWS

Long-Term Background 2050
 Saturday Noon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑	↔	↔↔	↑	↔	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔
Traffic Volume (veh/h)	355	1015	304	200	1287	306	482	189	187	422	192	406
Future Volume (veh/h)	355	1015	304	200	1287	306	482	189	187	422	192	406
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	394	1128	338	222	1430	340	536	210	208	469	213	451
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	453	465	394	285	374	317	259	1734	538	533	2139	664
Arrive On Green	0.13	0.25	0.25	0.08	0.20	0.20	0.08	0.34	0.34	0.15	0.42	0.42
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	394	1128	338	222	1430	340	536	210	208	469	213	451
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	13.4	29.8	24.4	7.6	24.0	24.0	9.0	3.4	12.0	15.9	3.0	27.7
Cycle Q Clear(g_c), s	13.4	29.8	24.4	7.6	24.0	24.0	9.0	3.4	12.0	15.9	3.0	27.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	453	465	394	285	374	317	259	1734	538	533	2139	664
V/C Ratio(X)	0.87	2.43	0.86	0.78	3.82	1.07	2.07	0.12	0.39	0.88	0.10	0.68
Avail Cap(c_a), veh/h	547	465	394	691	374	317	259	1734	538	691	2139	664
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.1	45.1	43.0	54.0	48.0	48.0	55.5	27.3	30.1	49.7	21.1	28.3
Incr Delay (d2), s/veh	10.8	647.8	16.2	1.8	1276.7	71.2	493.7	0.1	2.1	8.7	0.1	5.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.7	152.8	16.8	6.0	220.4	23.0	34.8	2.6	8.5	12.0	2.2	16.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.0	692.9	59.2	55.7	1324.7	119.2	549.2	27.4	32.2	58.4	21.2	33.9
LnGrp LOS	E	F	E	E	F	F	F	C	C	E	C	C
Approach Vol, veh/h		1860			1992			954			1133	
Approach Delay, s/veh		444.1			977.5			321.6			41.6	
Approach LOS		F			F			F			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.5	46.8	14.9	34.8	14.0	56.3	20.7	29.0				
Change Period (Y+Rc), s	5.0	6.0	5.0	5.0	5.0	6.0	5.0	5.0				
Max Green Setting (Gmax), s	24.0	32.0	24.0	19.0	9.0	47.0	19.0	24.0				
Max Q Clear Time (g_c+I1), s	17.9	14.0	9.6	31.8	11.0	29.7	15.4	26.0				
Green Ext Time (p_c), s	0.6	3.7	0.3	0.0	0.0	5.7	0.3	0.0				

Intersection Summary

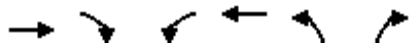
HCM 6th Ctrl Delay	526.6
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 2: ACRES GREEN & COUNTY LINE

Long-Term Background 2050
 Saturday Noon
























Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↵	↑↑	↵	↵
Traffic Volume (veh/h)	1067	123	186	929	133	164
Future Volume (veh/h)	1067	123	186	929	133	164
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1186	137	207	1032	148	182
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2464	1099	371	2757	236	210
Arrive On Green	0.69	0.69	0.05	0.78	0.13	0.13
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	1186	137	207	1032	148	182
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	18.4	3.5	3.8	11.0	9.4	13.5
Cycle Q Clear(g_c), s	18.4	3.5	3.8	11.0	9.4	13.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2464	1099	371	2757	236	210
V/C Ratio(X)	0.48	0.12	0.56	0.37	0.63	0.87
Avail Cap(c_a), veh/h	2464	1099	477	2757	371	330
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.5	6.2	7.4	4.2	49.2	51.0
Incr Delay (d2), s/veh	0.7	0.2	0.5	0.4	1.0	8.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.0	2.1	2.2	6.3	7.7	9.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.1	6.4	7.9	4.6	50.3	59.5
LnGrp LOS	A	A	A	A	D	E
Approach Vol, veh/h	1323			1239	330	
Approach Delay, s/veh	8.9			5.2	55.4	
Approach LOS	A			A	E	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	9.9	89.2		99.1	20.9	
Change Period (Y+Rc), s	4.0	6.0		6.0	5.0	
Max Green Setting (Gmax), s	13.0	67.0		84.0	25.0	
Max Q Clear Time (g_c+1/8), s	13.8	20.4		13.0	15.5	
Green Ext Time (p_c), s	0.1	25.1		22.0	0.4	

Intersection Summary

HCM 6th Ctrl Delay	12.6
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
3: ACRES GREEN & PARKWAY

Long-Term Background 2050
Saturday Noon

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	27	72	105	45	49	33	240	93	28	254	46
Future Volume (veh/h)	17	27	72	105	45	49	33	240	93	28	254	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	19	30	79	115	49	54	36	264	102	31	279	51
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	3	3	3	2	2	2	2	2	2
Cap, veh/h	597	412	349	642	178	196	268	700	265	264	837	151
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1291	1870	1585	1274	807	889	157	2277	861	147	2722	492
Grp Volume(v), veh/h	19	30	79	115	0	103	219	0	183	194	0	167
Grp Sat Flow(s),veh/h/ln	1291	1870	1585	1274	0	1696	1747	0	1547	1747	0	1614
Q Serve(g_s), s	0.2	0.2	0.8	1.5	0.0	1.0	0.0	0.0	1.8	0.0	0.0	1.5
Cycle Q Clear(g_c), s	1.2	0.2	0.8	1.7	0.0	1.0	1.7	0.0	1.8	1.5	0.0	1.5
Prop In Lane	1.00		1.00	1.00		0.52	0.16		0.56	0.16		0.30
Lane Grp Cap(c), veh/h	597	412	349	642	0	374	757	0	476	757	0	496
V/C Ratio(X)	0.03	0.07	0.23	0.18	0.00	0.28	0.29	0.00	0.39	0.26	0.00	0.34
Avail Cap(c_a), veh/h	1532	1766	1497	1565	0	1601	1812	0	1461	1806	0	1523
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.7	5.9	6.1	6.6	0.0	6.2	5.2	0.0	5.2	5.1	0.0	5.1
Incr Delay (d2), s/veh	0.0	0.1	0.3	0.1	0.0	0.4	0.2	0.0	0.5	0.2	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	0.1	0.2	0.3	0.0	0.3	0.4	0.0	0.4	0.4	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.7	6.0	6.4	6.7	0.0	6.6	5.4	0.0	5.7	5.3	0.0	5.5
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		128			218			402			361	
Approach Delay, s/veh		6.4			6.6			5.5			5.4	
Approach LOS		A			A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		10.4		8.7		10.4		8.7				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		3.8		3.2		3.5		3.7				
Green Ext Time (p_c), s		2.1		0.3		1.8		0.8				
Intersection Summary												
HCM 6th Ctrl Delay				5.8								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary
4: ACRES GREEN & PARK MEADOWS

Long-Term Background 2050
Saturday Noon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↕		↖	↕	↗	↖	↕		↗	↕	↖
Traffic Volume (veh/h)	198	322	75	7	300	107	88	67	5	108	76	249
Future Volume (veh/h)	198	322	75	7	300	107	88	67	5	108	76	249
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	202	329	77	7	306	109	90	68	5	110	78	254
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	3	3	3	2	2	2	2	2	2
Cap, veh/h	441	820	189	322	625	279	339	739	54	538	402	359
Arrive On Green	0.12	0.29	0.29	0.01	0.18	0.18	0.07	0.22	0.22	0.08	0.23	0.23
Sat Flow, veh/h	1781	2866	662	1767	3526	1572	1781	3359	244	1781	1777	1585
Grp Volume(v), veh/h	202	202	204	7	306	109	90	36	37	110	78	254
Grp Sat Flow(s),veh/h/ln	1781	1777	1751	1767	1763	1572	1781	1777	1826	1781	1777	1585
Q Serve(g_s), s	4.6	4.9	5.1	0.2	4.2	3.3	2.0	0.9	0.9	2.5	1.9	7.9
Cycle Q Clear(g_c), s	4.6	4.9	5.1	0.2	4.2	3.3	2.0	0.9	0.9	2.5	1.9	7.9
Prop In Lane	1.00		0.38	1.00		1.00	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	441	509	501	322	625	279	339	391	402	538	402	359
V/C Ratio(X)	0.46	0.40	0.41	0.02	0.49	0.39	0.27	0.09	0.09	0.20	0.19	0.71
Avail Cap(c_a), veh/h	562	959	945	635	1903	849	548	1290	1326	736	1290	1150
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.9	15.4	15.5	17.9	19.9	19.5	14.9	16.7	16.7	14.2	16.8	19.1
Incr Delay (d2), s/veh	0.3	0.7	0.8	0.0	0.8	1.3	0.4	0.1	0.1	0.1	0.2	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.9	3.4	3.4	0.1	3.0	2.2	1.4	0.6	0.6	1.6	1.3	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.2	16.2	16.2	17.9	20.8	20.8	15.3	16.8	16.8	14.3	17.0	21.7
LnGrp LOS	B	B	B	B	C	C	B	B	B	B	B	C
Approach Vol, veh/h		608			422			163			442	
Approach Delay, s/veh		15.5			20.7			16.0			19.1	
Approach LOS		B			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.5	21.4	8.7	18.2	11.4	15.5	9.0	17.8				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	10.0	29.0	10.0	39.0	10.0	29.0	10.0	39.0				
Max Q Clear Time (g_c+I1), s	2.2	7.1	4.0	9.9	6.6	6.2	4.5	2.9				
Green Ext Time (p_c), s	0.0	3.4	0.1	2.2	0.1	3.3	0.1	0.4				

Intersection Summary												
HCM 6th Ctrl Delay											17.9	
HCM 6th LOS											B	

Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	383	16	35	359	11	36
Future Vol, veh/h	383	16	35	359	11	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	65	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	421	18	38	395	12	40

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	439	0	704 220
Stage 1	-	-	-	-	430 -
Stage 2	-	-	-	-	274 -
Critical Hdwy	-	-	4.14	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	-	-	2.22	-	3.52 3.32
Pot Cap-1 Maneuver	-	-	1117	-	371 784
Stage 1	-	-	-	-	624 -
Stage 2	-	-	-	-	747 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1117	-	358 784
Mov Cap-2 Maneuver	-	-	-	-	358 -
Stage 1	-	-	-	-	624 -
Stage 2	-	-	-	-	722 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	11.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	613	-	-	1117	-
HCM Lane V/C Ratio	0.084	-	-	0.034	-
HCM Control Delay (s)	11.4	-	-	8.3	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

HCM 6th Signalized Intersection Summary
6: YOSEMITE & PARK MEADOWS

Long-Term Background 2050
Saturday Noon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	181	112	54	111	367	136	570	27	274	691	154
Future Volume (veh/h)	140	181	112	54	111	367	136	570	27	274	691	154
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	146	189	117	56	116	382	142	594	28	285	720	160
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	157	958	427	103	934	417	171	1981	93	345	1677	368
Arrive On Green	0.05	0.27	0.27	0.03	0.26	0.26	0.10	0.40	0.40	0.10	0.40	0.40
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	1781	4998	234	3456	4189	920
Grp Volume(v), veh/h	146	189	117	56	116	382	142	404	218	285	584	296
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1781	1702	1828	1728	1702	1705
Q Serve(g_s), s	4.6	4.5	6.4	1.8	2.7	25.7	8.6	8.9	9.0	8.9	13.6	13.9
Cycle Q Clear(g_c), s	4.6	4.5	6.4	1.8	2.7	25.7	8.6	8.9	9.0	8.9	13.6	13.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.13	1.00		0.54
Lane Grp Cap(c), veh/h	157	958	427	103	934	417	171	1349	725	345	1363	683
V/C Ratio(X)	0.93	0.20	0.27	0.54	0.12	0.92	0.83	0.30	0.30	0.83	0.43	0.43
Avail Cap(c_a), veh/h	157	1115	497	126	1098	490	227	1349	725	377	1363	683
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	52.3	31.0	31.7	52.6	30.9	39.4	48.9	22.7	22.8	48.6	23.9	23.9
Incr Delay (d2), s/veh	50.6	0.1	0.3	1.7	0.1	20.2	13.9	0.6	1.1	11.4	0.9	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.6	3.5	4.5	1.4	2.1	17.9	7.9	6.6	7.3	7.7	9.4	9.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	103.0	31.1	32.0	54.3	30.9	59.6	62.7	23.3	23.8	60.0	24.8	25.8
LnGrp LOS	F	C	C	D	C	E	E	C	C	E	C	C
Approach Vol, veh/h		452			554			764			1165	
Approach Delay, s/veh		54.6			53.0			30.8			33.7	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.0	49.1	9.3	35.6	15.5	49.5	10.0	34.9				
Change Period (Y+Rc), s	5.0	5.5	6.0	* 6	5.0	5.5	5.0	6.0				
Max Green Setting (Gmax), s	12.0	37.5	4.0	* 35	14.0	35.5	5.0	34.0				
Max Q Clear Time (g_c+I1), s	10.9	11.0	3.8	8.4	10.6	15.9	6.6	27.7				
Green Ext Time (p_c), s	0.1	4.3	0.0	1.6	0.1	5.9	0.0	1.2				

Intersection Summary

HCM 6th Ctrl Delay	39.8
HCM 6th LOS	D

Notes

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

HCM 6th Signalized Intersection Summary
7: YOSEMITE & C470 OFF

Long-Term Background 2050
Saturday Noon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	829	10	204	0	0	0	0	1063	15	24	916	0	
Future Volume (veh/h)	829	10	204	0	0	0	0	1063	15	24	916	0	
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No						No			No			
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0	
Adj Flow Rate, veh/h	881	0	215				0	1119	16	25	964	0	
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95	
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0	
Cap, veh/h	1000	0	445				0	2826	40	284	3138	0	
Arrive On Green	0.28	0.00	0.28				0.00	0.18	0.18	0.02	0.61	0.00	
Sat Flow, veh/h	3563	0	1585				0	5355	74	1781	5274	0	
Grp Volume(v), veh/h	881	0	215				0	734	401	25	964	0	
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1702	1857	1781	1702	0	
Q Serve(g_s), s	26.0	0.0	12.4				0.0	21.0	21.0	0.6	9.9	0.0	
Cycle Q Clear(g_c), s	26.0	0.0	12.4				0.0	21.0	21.0	0.6	9.9	0.0	
Prop In Lane	1.00		1.00				0.00		0.04	1.00		0.00	
Lane Grp Cap(c), veh/h	1000	0	445				0	1855	1012	284	3138	0	
V/C Ratio(X)	0.88	0.00	0.48				0.00	0.40	0.40	0.09	0.31	0.00	
Avail Cap(c_a), veh/h	1166	0	519				0	1855	1012	355	3138	0	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.85	0.85	0.82	0.82	0.00	
Uniform Delay (d), s/veh	37.8	0.0	32.9				0.0	29.1	29.1	12.0	10.1	0.0	
Incr Delay (d2), s/veh	7.2	0.0	0.8				0.0	0.5	1.0	0.0	0.2	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(95%),veh/ln	7.9	0.0	8.5				0.0	14.4	15.6	0.4	6.4	0.0	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	45.0	0.0	33.7				0.0	29.7	30.1	12.1	10.3	0.0	
LnGrp LOS	D	A	C				A	C	C	B	B	A	
Approach Vol, veh/h	1096						1135			989			
Approach Delay, s/veh	42.8						29.8			10.3			
Approach LOS	D						C			B			
Timer - Assigned Phs	1	2	4	6									
Phs Duration (G+Y+Rc), s	7.7	65.4	36.9	73.1									
Change Period (Y+Rc), s	5.0	5.5	6.0	5.5									
Max Green Setting (Gmax), s	50.5	50.5	36.0	62.5									
Max Q Clear Time (g_c+I), s	23.0	23.0	28.0	11.9									
Green Ext Time (p_c), s	0.0	8.9	2.9	8.7									

Intersection Summary

HCM 6th Ctrl Delay	28.2
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 8: YOSEMITE & C470 ON/ PARK MEADOWS CENTER

Long-Term Background 2050

Saturday Noon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↘	↗	↗	↘	↗	↗	↘	↗	↘
Traffic Volume (veh/h)	0	0	0	391	328	235	235	989	712	253	548	305
Future Volume (veh/h)	0	0	0	391	328	235	235	989	712	253	548	305
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		No
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h				420	353	253	253	1063	766	272	589	0
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				2	2	2	2	2	2	2	2	2
Cap, veh/h				487	971	433	1483	2513	780	475	1091	
Arrive On Green				0.27	0.27	0.27	0.73	0.98	0.98	0.09	0.21	0.00
Sat Flow, veh/h				1781	3554	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h				420	353	253	253	1063	766	272	589	0
Grp Sat Flow(s),veh/h/ln				1781	1777	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s				24.7	8.8	15.2	0.0	0.6	24.8	7.6	11.3	0.0
Cycle Q Clear(g_c), s				24.7	8.8	15.2	0.0	0.6	24.8	7.6	11.3	0.0
Prop In Lane				1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h				487	971	433	1483	2513	780	475	1091	
V/C Ratio(X)				0.86	0.36	0.58	0.17	0.42	0.98	0.57	0.54	
Avail Cap(c_a), veh/h				704	1405	627	1483	2513	780	607	1091	
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.82	0.82	0.82	1.00	1.00	0.00
Uniform Delay (d), s/veh				38.0	32.3	34.6	8.4	0.4	0.6	39.6	38.4	0.0
Incr Delay (d2), s/veh				6.7	0.2	0.9	0.0	0.4	25.1	0.4	1.9	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				17.1	6.9	9.9	1.6	0.4	9.3	5.9	8.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				44.8	32.4	35.5	8.4	0.9	25.8	40.0	40.4	0.0
LnGrp LOS				D	C	D	A	A	C	D	D	
Approach Vol, veh/h					1026			2082			861	
Approach Delay, s/veh					38.2			10.9			40.2	
Approach LOS					D			B			D	
Timer - Assigned Phs	1	2		5	6		8					
Phs Duration (G+Y+Rc), s	4.8	59.6		45.4	29.0		35.6					
Change Period (Y+Rc), s	5.0	5.5		5.5	* 5.5		5.5					
Max Green Setting (Gmax), s	14.0	36.5		27.0	* 24		43.5					
Max Q Clear Time (g_c+1), s	19.6	26.8		2.0	13.3		26.7					
Green Ext Time (p_c), s	0.2	6.8		0.3	2.9		3.4					

Intersection Summary

HCM 6th Ctrl Delay	24.4
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 1: QUEBEC & BUSINESS CENTER/PARK MEADOWS

Long-Term Background 2050
 Weekday PM

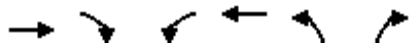


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖	↖↗	↑	↖	↖↗	↖↗↘	↖	↖↗	↖↗↘	↖
Traffic Volume (veh/h)	430	127	360	446	153	122	293	1324	341	111	942	301
Future Volume (veh/h)	430	127	360	446	153	122	293	1324	341	111	942	301
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	439	130	367	455	156	124	299	1351	348	113	961	307
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	490	401	340	515	414	351	222	2245	697	162	2157	669
Arrive On Green	0.14	0.21	0.21	0.15	0.22	0.22	0.06	0.44	0.44	0.05	0.42	0.42
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	439	130	367	455	156	124	299	1351	348	113	961	307
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	17.5	8.2	30.0	18.1	9.9	9.2	9.0	28.2	22.1	4.5	18.7	19.4
Cycle Q Clear(g_c), s	17.5	8.2	30.0	18.1	9.9	9.2	9.0	28.2	22.1	4.5	18.7	19.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	490	401	340	515	414	351	222	2245	697	162	2157	669
V/C Ratio(X)	0.90	0.32	1.08	0.88	0.38	0.35	1.35	0.60	0.50	0.70	0.45	0.46
Avail Cap(c_a), veh/h	568	401	340	864	561	476	222	2245	697	494	2157	669
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.1	46.4	55.0	58.4	46.3	46.0	65.5	29.9	28.2	65.7	28.8	29.0
Incr Delay (d2), s/veh	14.2	0.2	72.0	3.2	0.2	0.2	182.5	1.2	2.5	2.0	0.7	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.4	7.0	27.0	12.8	8.2	6.7	16.0	17.5	13.8	3.7	12.5	12.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.2	46.6	127.0	61.6	46.5	46.2	248.0	31.1	30.7	67.8	29.4	31.2
LnGrp LOS	E	D	F	E	D	D	F	C	C	E	C	C
Approach Vol, veh/h		936			735			1998			1381	
Approach Delay, s/veh		90.6			55.8			63.5			33.0	
Approach LOS		F			E			E			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.6	67.6	25.9	35.0	14.0	65.1	24.8	36.0				
Change Period (Y+Rc), s	5.0	6.0	5.0	5.0	5.0	6.0	5.0	5.0				
Max Green Setting (Gmax), s	20.0	34.0	35.0	30.0	9.0	45.0	23.0	42.0				
Max Q Clear Time (g_c+I1), s	6.5	30.2	20.1	32.0	11.0	21.4	19.5	11.9				
Green Ext Time (p_c), s	0.1	3.5	0.8	0.0	0.0	14.6	0.4	0.8				
Intersection Summary												
HCM 6th Ctrl Delay			59.1									
HCM 6th LOS			E									

HCM 6th Signalized Intersection Summary

2: ACRES GREEN & COUNTY LINE

Long-Term Background 2050
Weekday PM



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↖	↑↑	↖	↗
Traffic Volume (veh/h)	818	199	392	1221	276	224
Future Volume (veh/h)	818	199	392	1221	276	224
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	843	205	404	1259	285	231
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2155	961	499	2680	311	277
Arrive On Green	0.61	0.61	0.10	0.75	0.17	0.17
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	843	205	404	1259	285	231
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	17.1	8.2	11.3	18.9	22.0	19.7
Cycle Q Clear(g_c), s	17.1	8.2	11.3	18.9	22.0	19.7
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2155	961	499	2680	311	277
V/C Ratio(X)	0.39	0.21	0.81	0.47	0.92	0.84
Avail Cap(c_a), veh/h	2155	961	554	2680	356	317
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.2	12.5	12.1	6.6	56.8	55.8
Incr Delay (d2), s/veh	0.5	0.5	9.8	0.6	24.4	13.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.4	5.5	9.2	11.0	17.7	13.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.8	13.0	21.9	7.2	81.2	69.7
LnGrp LOS	B	B	C	A	F	E
Approach Vol, veh/h	1048			1663	516	
Approach Delay, s/veh	14.4			10.7	76.1	
Approach LOS	B			B	E	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	20.7	89.9		110.6	29.4	
Change Period (Y+Rc), s	6.0	* 5		5.0	5.0	
Max Green Setting (Gmax), s	19.0	* 78		102.0	28.0	
Max Q Clear Time (g_c+I), s	19.1			20.9	24.0	
Green Ext Time (p_c), s	1.4	3.6		8.2	0.4	

Intersection Summary

HCM 6th Ctrl Delay	22.4
HCM 6th LOS	C

Notes

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

HCM 6th Signalized Intersection Summary
3: ACRES GREEN & PARKWAY
























Long-Term Background 2050
Weekday PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	10	109	103	32	51	55	430	54	18	557	16
Future Volume (veh/h)	6	10	109	103	32	51	55	430	54	18	557	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	11	117	111	34	55	59	462	58	19	599	17
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	539	376	318	582	129	209	265	1056	130	193	1284	36
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1308	1870	1585	1262	643	1040	171	2773	341	42	3373	95
Grp Volume(v), veh/h	6	11	117	111	0	89	300	0	279	333	0	302
Grp Sat Flow(s),veh/h/ln	1308	1870	1585	1262	0	1683	1645	0	1641	1824	0	1685
Q Serve(g_s), s	0.1	0.1	1.4	1.7	0.0	1.0	0.0	0.0	2.7	0.0	0.0	2.9
Cycle Q Clear(g_c), s	1.0	0.1	1.4	1.8	0.0	1.0	2.5	0.0	2.7	2.9	0.0	2.9
Prop In Lane	1.00		1.00	1.00		0.62	0.20		0.21	0.06		0.06
Lane Grp Cap(c), veh/h	539	376	318	582	0	338	826	0	624	871	0	641
V/C Ratio(X)	0.01	0.03	0.37	0.19	0.00	0.26	0.36	0.00	0.45	0.38	0.00	0.47
Avail Cap(c_a), veh/h	1371	1565	1327	1385	0	1409	1504	0	1373	1673	0	1410
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.7	6.9	7.4	7.6	0.0	7.3	4.9	0.0	5.0	5.0	0.0	5.0
Incr Delay (d2), s/veh	0.0	0.0	0.7	0.2	0.0	0.4	0.3	0.0	0.5	0.3	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.5	0.5	0.0	0.4	0.6	0.0	0.7	0.7	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.7	6.9	8.1	7.8	0.0	7.7	5.2	0.0	5.5	5.3	0.0	5.6
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		134			200			579			635	
Approach Delay, s/veh		8.0			7.7			5.3			5.4	
Approach LOS		A			A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		12.7		8.8		12.7		8.8				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		4.7		3.4		4.9		3.8				
Green Ext Time (p_c), s		3.1		0.3		3.3		0.7				
Intersection Summary												
HCM 6th Ctrl Delay				5.9								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary
4: ACRES GREEN & PARK MEADOWS

Long-Term Background 2050
Weekday PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	181	342	129	15	412	247	102	108	15	236	180	351
Future Volume (veh/h)	181	342	129	15	412	247	102	108	15	236	180	351
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	191	360	136	16	434	260	107	114	16	248	189	369
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	383	827	308	324	864	385	278	709	98	576	516	460
Arrive On Green	0.10	0.33	0.33	0.02	0.24	0.24	0.07	0.23	0.23	0.13	0.29	0.29
Sat Flow, veh/h	1781	2535	943	1781	3554	1585	1781	3137	432	1781	1777	1585
Grp Volume(v), veh/h	191	251	245	16	434	260	107	64	66	248	189	369
Grp Sat Flow(s),veh/h/ln	1781	1777	1701	1781	1777	1585	1781	1777	1793	1781	1777	1585
Q Serve(g_s), s	5.5	8.1	8.3	0.5	7.7	10.9	3.3	2.1	2.2	7.4	6.2	15.8
Cycle Q Clear(g_c), s	5.5	8.1	8.3	0.5	7.7	10.9	3.3	2.1	2.2	7.4	6.2	15.8
Prop In Lane	1.00		0.55	1.00		1.00	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	383	580	555	324	864	385	278	401	405	576	516	460
V/C Ratio(X)	0.50	0.43	0.44	0.05	0.50	0.67	0.39	0.16	0.16	0.43	0.37	0.80
Avail Cap(c_a), veh/h	516	894	856	435	1450	647	380	725	732	709	870	776
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.1	19.4	19.5	20.2	24.0	25.2	20.6	22.8	22.9	16.6	20.7	24.1
Incr Delay (d2), s/veh	0.4	0.7	0.8	0.0	0.6	2.9	0.9	0.2	0.2	0.2	0.4	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.9	5.9	5.8	0.4	5.7	7.6	2.5	1.6	1.6	5.1	4.5	10.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.4	20.1	20.3	20.3	24.6	28.1	21.5	23.0	23.1	16.8	21.2	27.5
LnGrp LOS	B	C	C	C	C	C	C	C	C	B	C	C
Approach Vol, veh/h		687			710			237			806	
Approach Delay, s/veh		19.4			25.8			22.3			22.7	
Approach LOS		B			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.4	30.0	9.8	27.3	12.5	23.9	14.5	22.6				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	6.0	37.0	9.0	36.0	13.0	30.0	15.0	30.0				
Max Q Clear Time (g_c+I1), s	2.5	10.3	5.3	17.8	7.5	12.9	9.4	4.2				
Green Ext Time (p_c), s	0.0	4.6	0.1	3.5	0.1	5.0	0.2	0.7				
Intersection Summary												
HCM 6th Ctrl Delay				22.6								
HCM 6th LOS				C								

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	511	18	31	548	7	40
Future Vol, veh/h	511	18	31	548	7	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	65	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	549	19	33	589	8	43

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	568	0	920 284
Stage 1	-	-	-	-	559 -
Stage 2	-	-	-	-	361 -
Critical Hdwy	-	-	4.14	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	-	-	2.22	-	3.52 3.32
Pot Cap-1 Maneuver	-	-	1000	-	270 713
Stage 1	-	-	-	-	536 -
Stage 2	-	-	-	-	676 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1000	-	261 713
Mov Cap-2 Maneuver	-	-	-	-	261 -
Stage 1	-	-	-	-	536 -
Stage 2	-	-	-	-	654 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	12
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	567	-	-	1000	-
HCM Lane V/C Ratio	0.089	-	-	0.033	-
HCM Control Delay (s)	12	-	-	8.7	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

HCM 6th Signalized Intersection Summary
6: YOSEMITE & PARK MEADOWS

Long-Term Background 2050
Weekday PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↔↔	↑↑	↗	↖	↑↑↔		↖↔	↑↑↔	
Traffic Volume (veh/h)	144	197	188	58	265	446	213	579	61	272	738	109
Future Volume (veh/h)	144	197	188	58	265	446	213	579	61	272	738	109
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	148	203	194	60	273	460	220	597	63	280	761	112
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	196	938	418	98	863	385	245	1748	183	336	1494	218
Arrive On Green	0.06	0.26	0.26	0.03	0.24	0.24	0.14	0.37	0.37	0.10	0.33	0.33
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	1781	4696	490	3456	4499	657
Grp Volume(v), veh/h	148	203	194	60	273	460	220	431	229	280	574	299
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1781	1702	1782	1728	1702	1752
Q Serve(g_s), s	5.9	6.2	14.4	2.4	8.8	34.0	17.0	12.7	13.0	11.1	19.0	19.2
Cycle Q Clear(g_c), s	5.9	6.2	14.4	2.4	8.8	34.0	17.0	12.7	13.0	11.1	19.0	19.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.28	1.00		0.38
Lane Grp Cap(c), veh/h	196	938	418	98	863	385	245	1267	663	336	1131	582
V/C Ratio(X)	0.76	0.22	0.46	0.61	0.32	1.19	0.90	0.34	0.35	0.83	0.51	0.51
Avail Cap(c_a), veh/h	247	952	425	148	863	385	356	1267	663	716	1131	582
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	65.1	40.2	43.2	67.2	43.5	53.0	59.4	31.6	31.6	62.1	37.6	37.6
Incr Delay (d2), s/veh	7.0	0.1	0.8	2.3	0.2	110.5	14.7	0.7	1.4	2.0	1.6	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.0	5.0	9.7	2.0	7.1	37.0	13.5	9.3	9.9	8.6	12.8	13.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.1	40.3	44.0	69.5	43.7	163.5	74.1	32.3	33.1	64.1	39.1	40.7
LnGrp LOS	E	D	D	E	D	F	E	C	C	E	D	D
Approach Vol, veh/h		545			793			880			1153	
Approach Delay, s/veh		50.3			115.1			43.0			45.6	
Approach LOS		D			F			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.6	57.6	10.0	42.9	24.2	52.0	12.9	40.0				
Change Period (Y+Rc), s	5.0	5.5	6.0	* 6	5.0	5.5	5.0	6.0				
Max Green Setting (Gmax), s	29.0	45.5	6.0	* 38	28.0	46.5	10.0	34.0				
Max Q Clear Time (g_c+I1), s	13.1	15.0	4.4	16.4	19.0	21.2	7.9	36.0				
Green Ext Time (p_c), s	0.5	4.7	0.0	1.9	0.2	6.4	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	62.0
HCM 6th LOS	E

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
7: YOSEMITE & C470 OFF

Long-Term Background 2050
Weekday PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	338	24	254	0	0	0	0	1154	33	39	834	0	
Future Volume (veh/h)	338	24	254	0	0	0	0	1154	33	39	834	0	
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No						No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0	
Adj Flow Rate, veh/h	366	0	262				0	1190	34	40	860	0	
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97	
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0	
Cap, veh/h	678	0	302				0	3386	97	357	3714	0	
Arrive On Green	0.19	0.00	0.19				0.00	0.66	0.66	0.03	0.73	0.00	
Sat Flow, veh/h	3563	0	1585				0	5271	146	1781	5274	0	
Grp Volume(v), veh/h	366	0	262				0	794	430	40	860	0	
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1702	1844	1781	1702	0	
Q Serve(g_s), s	13.0	0.0	22.4				0.0	14.3	14.3	0.9	7.7	0.0	
Cycle Q Clear(g_c), s	13.0	0.0	22.4				0.0	14.3	14.3	0.9	7.7	0.0	
Prop In Lane	1.00		1.00				0.00		0.08	1.00		0.00	
Lane Grp Cap(c), veh/h	678	0	302				0	2259	1224	357	3714	0	
V/C Ratio(X)	0.54	0.00	0.87				0.00	0.35	0.35	0.11	0.23	0.00	
Avail Cap(c_a), veh/h	1145	0	509				0	2259	1224	409	3714	0	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.87	0.87	0.91	0.91	0.00	
Uniform Delay (d), s/veh	51.1	0.0	55.0				0.0	10.3	10.3	7.2	6.3	0.0	
Incr Delay (d2), s/veh	0.7	0.0	8.2				0.0	0.4	0.7	0.0	0.1	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(95%),veh/ln	0.9	0.0	14.8				0.0	8.9	9.7	0.6	4.9	0.0	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	51.8	0.0	63.2				0.0	10.7	11.0	7.3	6.4	0.0	
LnGrp LOS	D	A	E				A	B	B	A	A	A	
Approach Vol, veh/h		628						1224			900		
Approach Delay, s/veh		56.6						10.8			6.4		
Approach LOS		E						B			A		
Timer - Assigned Phs	1	2	4	6									
Phs Duration (G+Y+Rc), s	8.9	98.4	32.7	107.3									
Change Period (Y+Rc), s	5.0	5.5	6.0	5.5									
Max Green Setting (Gmax), s	30.0	70.5	45.0	83.5									
Max Q Clear Time (g_c+I), s	12.5	16.3	24.4	9.7									
Green Ext Time (p_c), s	0.0	11.5	2.2	7.6									

Intersection Summary

HCM 6th Ctrl Delay	19.8
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 8: YOSEMITE & C470 ON/ PARK MEADOWS CENTER

Long-Term Background 2050
 Weekday PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↗	↘	↖	↗	↘	↖	↗	↘
Traffic Volume (veh/h)	0	0	0	331	173	128	268	787	594	140	549	164
Future Volume (veh/h)	0	0	0	331	173	128	268	787	594	140	549	164
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		No
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h				348	182	135	282	828	625	147	578	0
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	2	2	2	2	2	2	2	2
Cap, veh/h				388	774	345	1193	3229	1002	667	3170	
Arrive On Green				0.22	0.22	0.22	0.08	1.00	1.00	0.04	0.62	0.00
Sat Flow, veh/h				1781	3554	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h				348	182	135	282	828	625	147	578	0
Grp Sat Flow(s),veh/h/ln				1781	1777	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s				26.6	5.9	10.2	4.2	0.0	0.0	2.1	6.8	0.0
Cycle Q Clear(g_c), s				26.6	5.9	10.2	4.2	0.0	0.0	2.1	6.8	0.0
Prop In Lane				1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h				388	774	345	1193	3229	1002	667	3170	
V/C Ratio(X)				0.90	0.24	0.39	0.24	0.26	0.62	0.22	0.18	
Avail Cap(c_a), veh/h				566	1130	504	1697	3229	1002	865	3170	
HCM Platoon Ratio				1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	0.00
Uniform Delay (d), s/veh				53.2	45.1	46.8	8.3	0.0	0.0	8.6	11.3	0.0
Incr Delay (d2), s/veh				11.4	0.1	0.5	0.0	0.2	2.7	0.1	0.1	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				19.1	4.8	7.4	2.7	0.1	1.4	1.5	4.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				64.6	45.3	47.3	8.4	0.2	2.7	8.7	11.5	0.0
LnGrp LOS				E	D	D	A	A	A	A	B	
Approach Vol, veh/h					665			1735			725	
Approach Delay, s/veh					55.8			2.4			10.9	
Approach LOS					E			A			B	
Timer - Assigned Phs	1	2		5	6		8					
Phs Duration (G+Y+Rc), s	10.0	94.0		11.6	92.4		36.0					
Change Period (Y+Rc), s	5.0	5.5		5.0	5.5		5.5					
Max Green Setting (Gmax), s	13.0	66.5		27.0	52.5		44.5					
Max Q Clear Time (g_c+14), s	14.5	2.0		6.2	8.8		28.6					
Green Ext Time (p_c), s	0.1	11.6		0.3	4.6		1.9					

Intersection Summary

HCM 6th Ctrl Delay	15.8
HCM 6th LOS	B
































Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

**APPENDIX E. 2028 TOTAL TRAFFIC OPERATIONS
ANALYSIS WORKSHEETS**

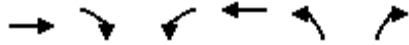
HCM 6th Signalized Intersection Summary
 1: QUEBEC & BUSINESS CENTER/PARK MEADOWS

Short-Term Total 2028
 Weekday AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 			 			 	  		 	  	
Traffic Volume (veh/h)	136	158	196	404	179	225	150	523	559	323	1225	237
Future Volume (veh/h)	136	158	196	404	179	225	150	523	559	323	1225	237
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	151	176	218	449	199	250	167	581	621	359	1361	263
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	207	284	240	333	345	292	225	2592	804	307	2714	842
Arrive On Green	0.06	0.15	0.15	0.10	0.18	0.18	0.06	0.51	0.51	0.09	0.53	0.53
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	151	176	218	449	199	250	167	581	621	359	1361	263
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	5.8	11.9	18.3	13.0	13.1	20.6	6.4	8.5	42.8	12.0	23.0	12.6
Cycle Q Clear(g_c), s	5.8	11.9	18.3	13.0	13.1	20.6	6.4	8.5	42.8	12.0	23.0	12.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	207	284	240	333	345	292	225	2592	804	307	2714	842
V/C Ratio(X)	0.73	0.62	0.91	1.35	0.58	0.86	0.74	0.22	0.77	1.17	0.50	0.31
Avail Cap(c_a), veh/h	499	305	258	333	345	292	512	2592	804	307	2714	842
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.4	53.6	56.3	61.0	50.3	53.3	62.0	18.5	26.9	61.5	20.2	17.8
Incr Delay (d2), s/veh	4.8	2.3	30.1	175.8	1.6	20.5	4.8	0.2	7.1	105.2	0.7	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.8	9.8	14.3	22.1	10.4	15.0	5.4	6.2	24.3	15.7	14.2	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.2	55.9	86.5	236.8	51.8	73.8	66.8	18.7	34.0	166.7	20.9	18.7
LnGrp LOS	E	E	F	F	D	E	E	B	C	F	C	B
Approach Vol, veh/h		545			898			1369			1983	
Approach Delay, s/veh		71.2			150.5			31.5			47.0	
Approach LOS		E			F			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.0	74.5	18.0	25.5	13.8	77.7	13.6	29.9				
Change Period (Y+Rc), s	5.0	* 6	5.0	5.0	5.0	6.0	5.5	5.0				
Max Green Setting (Gmax), s	12.0	* 69	13.0	22.0	20.0	59.0	19.5	15.0				
Max Q Clear Time (g_c+I1), s	14.0	44.8	15.0	20.3	8.4	25.0	7.8	22.6				
Green Ext Time (p_c), s	0.0	13.2	0.0	0.2	0.4	24.2	0.3	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			64.7									
HCM 6th LOS			E									
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary
 2: ACRES GREEN & COUNTY LINE

Short-Term Total 2028
 Weekday AM



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↵	↑↑	↵	↑
Traffic Volume (veh/h)	897	159	169	375	138	248
Future Volume (veh/h)	897	159	169	375	138	248
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	997	177	188	417	153	276
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2287	1020	387	2590	338	301
Arrive On Green	0.64	0.64	0.05	0.73	0.19	0.19
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	997	177	188	417	153	276
Grp Sat Flow(s),veh/h/ln1777	1585	1781	1777	1781	1585	
Q Serve(g_s), s	18.8	6.1	4.6	4.9	10.3	23.1
Cycle Q Clear(g_c), s	18.8	6.1	4.6	4.9	10.3	23.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2287	1020	387	2590	338	301
V/C Ratio(X)	0.44	0.17	0.49	0.16	0.45	0.92
Avail Cap(c_a), veh/h	2287	1020	565	2590	449	399
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.9	9.7	9.0	5.6	48.5	53.7
Incr Delay (d2), s/veh	0.6	0.4	0.9	0.0	0.4	19.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.9	4.0	3.2	3.1	8.2	16.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.5	10.0	9.9	5.6	48.8	72.7
LnGrp LOS	B	B	A	A	D	E
Approach Vol, veh/h	1174			605	429	
Approach Delay, s/veh	12.2			7.0	64.2	
Approach LOS	B			A	E	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	11.5	92.9		104.4	30.6	
Change Period (Y+Rc), s	4.5	6.0		* 6	5.0	
Max Green Setting (Gmax), s	20.5	65.0		* 91	34.0	
Max Q Clear Time (g_c+1), s	10.6	20.8		6.9	25.1	
Green Ext Time (p_c), s	0.4	20.4		2.0	0.5	

Intersection Summary






















HCM 6th Ctrl Delay	20.8
HCM 6th LOS	C

Notes

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
























HCM 6th Signalized Intersection Summary
 3: ACRES GREEN & PARKWAY

Short-Term Total 2028
 Weekday AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	7	28	8	6	9	30	369	22	18	312	1
Future Volume (veh/h)	2	7	28	8	6	9	30	369	22	18	312	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	8	31	9	7	10	33	405	24	20	343	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	3	3	3	2	2	2	2	2	2
Cap, veh/h	542	150	127	546	55	79	296	1148	68	276	1243	4
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	1396	1870	1585	1358	691	987	122	3134	184	86	3394	10
Grp Volume(v), veh/h	2	8	31	9	0	17	245	0	217	192	0	172
Grp Sat Flow(s),veh/h/ln	1396	1870	1585	1358	0	1678	1772	0	1669	1789	0	1700
Q Serve(g_s), s	0.0	0.1	0.3	0.1	0.0	0.2	0.0	0.0	1.5	0.0	0.0	1.2
Cycle Q Clear(g_c), s	0.2	0.1	0.3	0.2	0.0	0.2	1.6	0.0	1.5	1.2	0.0	1.2
Prop In Lane	1.00		1.00	1.00		0.59	0.13		0.11	0.10		0.01
Lane Grp Cap(c), veh/h	542	150	127	546	0	135	900	0	611	900	0	623
V/C Ratio(X)	0.00	0.05	0.24	0.02	0.00	0.13	0.27	0.00	0.36	0.21	0.00	0.28
Avail Cap(c_a), veh/h	1975	2070	1755	1940	0	1857	2150	0	1847	2160	0	1882
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.0	6.9	7.0	7.0	0.0	6.9	3.8	0.0	3.8	3.6	0.0	3.6
Incr Delay (d2), s/veh	0.0	0.1	1.0	0.0	0.0	0.4	0.2	0.0	0.4	0.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.1	0.0	0.0	0.1	0.1	0.0	0.1	0.1	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.0	7.1	8.0	7.0	0.0	7.4	3.9	0.0	4.1	3.8	0.0	3.9
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		41			26			462			364	
Approach Delay, s/veh		7.8			7.2			4.0			3.8	
Approach LOS		A			A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		10.5		5.8		10.5		5.8				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		3.6		2.3		3.2		2.2				
Green Ext Time (p_c), s		2.4		0.1		1.8		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				4.2								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary
4: ACRES GREEN & PARK MEADOWS

Short-Term Total 2028
Weekday AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	284	85	13	249	151	150	130	12	211	67	68
Future Volume (veh/h)	136	284	85	13	249	151	150	130	12	211	67	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	139	290	87	13	254	154	153	133	12	215	68	69
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	3	3	3	2	2	2	2	2	2
Cap, veh/h	451	738	217	369	700	312	479	358	32	502	264	235
Arrive On Green	0.09	0.27	0.27	0.02	0.20	0.20	0.10	0.11	0.11	0.14	0.15	0.15
Sat Flow, veh/h	1781	2707	797	1767	3526	1572	1781	3300	294	1781	1777	1585
Grp Volume(v), veh/h	139	188	189	13	254	154	153	71	74	215	68	69
Grp Sat Flow(s),veh/h/ln	1781	1777	1727	1767	1763	1572	1781	1777	1817	1781	1777	1585
Q Serve(g_s), s	2.7	4.0	4.1	0.3	2.9	4.0	3.4	1.7	1.7	4.7	1.6	1.8
Cycle Q Clear(g_c), s	2.7	4.0	4.1	0.3	2.9	4.0	3.4	1.7	1.7	4.7	1.6	1.8
Prop In Lane	1.00		0.46	1.00		1.00	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	451	484	470	369	700	312	479	193	197	502	264	235
V/C Ratio(X)	0.31	0.39	0.40	0.04	0.36	0.49	0.32	0.37	0.38	0.43	0.26	0.29
Avail Cap(c_a), veh/h	737	1356	1318	590	2305	1028	778	1239	1268	847	1356	1209
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.1	13.6	13.6	14.2	15.9	16.3	15.5	19.0	19.0	14.6	17.3	17.4
Incr Delay (d2), s/veh	0.4	0.7	0.8	0.0	0.4	1.7	0.4	1.2	1.2	0.6	0.5	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	2.6	2.6	0.2	1.9	2.5	2.2	1.2	1.3	3.0	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.5	14.3	14.4	14.3	16.3	18.0	15.9	20.2	20.2	15.2	17.8	18.1
LnGrp LOS	B	B	B	B	B	B	B	C	C	B	B	B
Approach Vol, veh/h		516			421			298			352	
Approach Delay, s/veh		13.9			16.9			18.0			16.2	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.3	18.5	9.3	12.8	8.6	15.1	11.1	11.0				
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0				
Max Green Setting (Gmax), s	6.5	35.0	12.5	35.0	11.5	30.0	15.5	32.0				
Max Q Clear Time (g_c+I1), s	2.3	6.1	5.4	3.8	4.7	6.0	6.7	3.7				
Green Ext Time (p_c), s	0.0	3.4	0.2	0.8	0.2	3.1	0.4	0.8				
Intersection Summary												
HCM 6th Ctrl Delay			16.0									
HCM 6th LOS			B									

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	
Traffic Vol, veh/h	422	12	24	395	10	17
Future Vol, veh/h	422	12	24	395	10	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	65	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	464	13	26	434	11	19

































Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	477	0	740	239
Stage 1	-	-	-	-	471	-
Stage 2	-	-	-	-	269	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1082	-	352	762
Stage 1	-	-	-	-	594	-
Stage 2	-	-	-	-	752	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1082	-	344	762
Mov Cap-2 Maneuver	-	-	-	-	344	-
Stage 1	-	-	-	-	594	-
Stage 2	-	-	-	-	734	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	12.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	526	-	-	1082	-
HCM Lane V/C Ratio	0.056	-	-	0.024	-
HCM Control Delay (s)	12.3	-	-	8.4	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

HCM 6th Signalized Intersection Summary
6: YOSEMITE & PARK MEADOWS

Short-Term Total 2028
Weekday AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 			  		 	  	
Traffic Volume (veh/h)	105	188	142	58	201	371	155	610	43	303	379	78
Future Volume (veh/h)	105	188	142	58	201	371	155	610	43	303	379	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	109	196	148	60	209	386	161	635	45	316	395	81
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	158	940	419	114	895	399	186	2142	151	382	2277	707
Arrive On Green	0.05	0.26	0.26	0.03	0.25	0.25	0.10	0.44	0.44	0.11	0.45	0.45
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	1781	4870	343	3456	5106	1585
Grp Volume(v), veh/h	109	196	148	60	209	386	161	443	237	316	395	81
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1781	1702	1809	1728	1702	1585
Q Serve(g_s), s	4.2	5.8	10.2	2.3	6.3	32.5	12.0	11.3	11.4	12.1	6.3	4.0
Cycle Q Clear(g_c), s	4.2	5.8	10.2	2.3	6.3	32.5	12.0	11.3	11.4	12.1	6.3	4.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	158	940	419	114	895	399	186	1497	795	382	2277	707
V/C Ratio(X)	0.69	0.21	0.35	0.52	0.23	0.97	0.86	0.30	0.30	0.83	0.17	0.11
Avail Cap(c_a), veh/h	269	940	419	320	895	399	231	1497	795	653	2277	707
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.5	38.6	40.3	64.2	40.1	49.9	59.5	24.3	24.4	58.8	22.5	21.8
Incr Delay (d2), s/veh	5.2	0.1	0.5	3.7	0.1	36.3	23.5	0.5	1.0	4.6	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.5	4.6	7.4	1.9	5.1	23.6	10.9	8.3	8.9	9.4	4.7	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.7	38.7	40.8	67.9	40.3	86.3	83.0	24.9	25.3	63.3	22.6	22.2
LnGrp LOS	E	D	D	E	D	F	F	C	C	E	C	C
Approach Vol, veh/h		453			655			841			792	
Approach Delay, s/veh		46.6			69.9			36.1			38.8	
Approach LOS		D			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.4	64.9	9.0	41.7	18.6	65.7	10.7	40.0				
Change Period (Y+Rc), s	4.5	5.5	4.5	* 6	4.5	5.5	4.5	6.0				
Max Green Setting (Gmax), s	25.5	44.5	12.5	* 33	17.5	52.5	10.5	34.0				
Max Q Clear Time (g_c+I1), s	14.1	13.4	4.3	12.2	14.0	8.3	6.2	34.5				
Green Ext Time (p_c), s	0.9	4.9	0.1	1.6	0.1	3.3	0.1	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			46.7									
HCM 6th LOS			D									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary
 7: YOSEMITE & C470 OFF

Short-Term Total 2028
 Weekday AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	212	14	325	0	0	55	0	1069	29	27	441	0	
Future Volume (veh/h)	212	14	325	0	0	55	0	1069	29	27	441	0	
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No						No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0	
Adj Flow Rate, veh/h	234	0	342				0	1125	31	28	464	0	
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95	
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0	
Cap, veh/h	847	0	377				0	3165	87	397	3457	0	
Arrive On Green	0.24	0.00	0.24				0.00	1.00	1.00	0.05	1.00	0.00	
Sat Flow, veh/h	3563	0	1585				0	5277	141	1781	5274	0	
Grp Volume(v), veh/h	234	0	342				0	750	406	28	464	0	
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1702	1845	1781	1702	0	
Q Serve(g_s), s	7.2	0.0	28.3				0.0	0.0	0.0	0.7	0.0	0.0	
Cycle Q Clear(g_c), s	7.2	0.0	28.3				0.0	0.0	0.0	0.7	0.0	0.0	
Prop In Lane	1.00		1.00				0.00		0.08	1.00		0.00	
Lane Grp Cap(c), veh/h	847	0	377				0	2109	1143	397	3457	0	
V/C Ratio(X)	0.28	0.00	0.91				0.00	0.36	0.36	0.07	0.13	0.00	
Avail Cap(c_a), veh/h	1161	0	517				0	2109	1143	420	3457	0	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00	
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.97	0.97	0.00	
Uniform Delay (d), s/veh	42.0	0.0	50.0				0.0	0.0	0.0	7.8	0.0	0.0	
Incr Delay (d2), s/veh	0.2	0.0	15.9				0.0	0.5	0.9	0.1	0.1	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(95%),veh/ln	5.8	0.0	18.7				0.0	0.2	0.5	0.5	0.0	0.0	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	42.1	0.0	65.9				0.0	0.5	0.9	7.9	0.1	0.0	
LnGrp LOS	D	A	E				A	A	A	A	A	A	
Approach Vol, veh/h		576						1156			492		
Approach Delay, s/veh		56.2						0.6			0.5		
Approach LOS		E						A			A		
Timer - Assigned Phs	1	2	4	6									
Phs Duration (G+Y+Rc), s	7.8	89.1	38.1	96.9									
Change Period (Y+Rc), s	4.5	5.5	6.0	5.5									
Max Green Setting (Gmax), s	5.0	67.5	44.0	79.5									
Max Q Clear Time (g_c+I), s	12.5	2.0	30.3	2.0									
Green Ext Time (p_c), s	0.0	10.6	1.8	3.6									

Intersection Summary

HCM 6th Ctrl Delay	15.0
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 8: YOSEMITE & C470 ON/ PARK MEADOWS CENTER

Short-Term Total 2028
 Weekday AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↘	↕	↗	↘	↕	↗	↘	↕	↗
Traffic Volume (veh/h)	0	0	0	141	23	26	288	639	357	22	307	29
Future Volume (veh/h)	0	0	0	141	23	26	288	639	357	22	307	29
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		No
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h				152	25	28	310	687	384	24	330	0
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				2	2	2	2	2	2	2	2	2
Cap, veh/h				184	367	164	1219	2627	815	663	2402	
Arrive On Green				0.10	0.10	0.10	0.11	0.86	0.86	0.02	0.47	0.00
Sat Flow, veh/h				1781	3554	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h				152	25	28	310	687	384	24	330	0
Grp Sat Flow(s),veh/h/ln				1781	1777	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s				11.3	0.9	2.2	6.1	3.3	7.7	0.5	4.9	0.0
Cycle Q Clear(g_c), s				11.3	0.9	2.2	6.1	3.3	7.7	0.5	4.9	0.0
Prop In Lane				1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h				184	367	164	1219	2627	815	663	2402	
V/C Ratio(X)				0.83	0.07	0.17	0.25	0.26	0.47	0.04	0.14	
Avail Cap(c_a), veh/h				508	1013	452	1489	2818	875	805	2402	
HCM Platoon Ratio				1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	0.00
Uniform Delay (d), s/veh				59.4	54.7	55.3	14.4	4.8	5.2	17.5	20.2	0.0
Incr Delay (d2), s/veh				9.1	0.1	0.5	0.1	0.0	0.4	0.0	0.1	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				9.4	0.7	1.6	4.1	1.9	3.5	0.4	3.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				68.4	54.7	55.8	14.6	4.9	5.6	17.5	20.4	0.0
LnGrp LOS				E	D	E	B	A	A	B	C	
Approach Vol, veh/h					205			1381			354	
Approach Delay, s/veh					65.0			7.2			20.2	
Approach LOS					E			A			C	
Timer - Assigned Phs	1	2		5	6		8					
Phs Duration (G+Y+Rc), s	7.5	74.0		13.4	68.0		18.4					
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5		4.5					
Max Green Setting (Gmax), s	74.5	74.5		19.5	63.5		38.5					
Max Q Clear Time (g_c+1), s	9.7	9.7		8.1	6.9		13.3					
Green Ext Time (p_c), s	0.0	7.6		0.8	2.5		0.6					

Intersection Summary

HCM 6th Ctrl Delay	15.7
HCM 6th LOS	B

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↑↑		↵	↑↑		↵	↵		↵	↵	
Traffic Vol, veh/h	30	335	1	1	412	37	1	1	1	23	1	18
Future Vol, veh/h	30	335	1	1	412	37	1	1	1	23	1	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	364	1	1	448	40	1	1	1	25	1	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	488	0	0	365	0	0	658	921	183	719	901	244
Stage 1	-	-	-	-	-	-	431	431	-	470	470	-
Stage 2	-	-	-	-	-	-	227	490	-	249	431	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1071	-	-	1190	-	-	350	269	828	316	276	757
Stage 1	-	-	-	-	-	-	573	581	-	543	558	-
Stage 2	-	-	-	-	-	-	755	547	-	733	581	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1071	-	-	1190	-	-	332	260	828	307	267	757
Mov Cap-2 Maneuver	-	-	-	-	-	-	332	260	-	307	267	-
Stage 1	-	-	-	-	-	-	555	563	-	526	557	-
Stage 2	-	-	-	-	-	-	733	546	-	708	563	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0	14.7	14.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	332	396	1071	-	-	1190	-	-	307	690
HCM Lane V/C Ratio	0.003	0.005	0.03	-	-	0.001	-	-	0.081	0.03
HCM Control Delay (s)	15.9	14.1	8.5	-	-	8	-	-	17.8	10.4
HCM Lane LOS	C	B	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0	0	0.1	-	-	0	-	-	0.3	0.1

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↑↑		↵	↑↑		↵	↵		↵	↵	
Traffic Vol, veh/h	14	344	1	1	394	11	1	1	1	43	1	55
Future Vol, veh/h	14	344	1	1	394	11	1	1	1	43	1	55
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	0	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	374	1	1	428	12	1	1	1	47	1	60

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	440	0	0	375	0	0	622	847	188	654	841	220
Stage 1	-	-	-	-	-	-	405	405	-	436	436	-
Stage 2	-	-	-	-	-	-	217	442	-	218	405	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1116	-	-	1180	-	-	371	297	822	352	300	784
Stage 1	-	-	-	-	-	-	593	597	-	569	578	-
Stage 2	-	-	-	-	-	-	765	575	-	764	597	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1116	-	-	1180	-	-	338	293	822	347	296	784
Mov Cap-2 Maneuver	-	-	-	-	-	-	338	293	-	347	296	-
Stage 1	-	-	-	-	-	-	585	589	-	562	577	-
Stage 2	-	-	-	-	-	-	705	574	-	751	589	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0	14.2	13.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	338	432	1116	-	-	1180	-	-	347	762
HCM Lane V/C Ratio	0.003	0.005	0.014	-	-	0.001	-	-	0.135	0.08
HCM Control Delay (s)	15.7	13.4	8.3	-	-	8.1	-	-	17	10.1
HCM Lane LOS	C	B	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0	0	0	-	-	0	-	-	0.5	0.3

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕		↖	↕		↖	↕	
Traffic Vol, veh/h	10	377	1	1	368	17	1	1	1	64	1	37
Future Vol, veh/h	10	377	1	1	368	17	1	1	1	64	1	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	0	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	410	1	1	400	18	1	1	1	70	1	40

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	418	0	0	411	0	0	636	853	206	639	844	209
Stage 1	-	-	-	-	-	-	433	433	-	411	411	-
Stage 2	-	-	-	-	-	-	203	420	-	228	433	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1138	-	-	1144	-	-	363	295	800	361	298	797
Stage 1	-	-	-	-	-	-	571	580	-	589	593	-
Stage 2	-	-	-	-	-	-	780	588	-	754	580	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1138	-	-	1144	-	-	341	292	800	357	295	797
Mov Cap-2 Maneuver	-	-	-	-	-	-	341	292	-	357	295	-
Stage 1	-	-	-	-	-	-	565	574	-	583	592	-
Stage 2	-	-	-	-	-	-	739	587	-	744	574	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0	14.2	14.7
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	341	428	1138	-	-	1144	-	-	357	763
HCM Lane V/C Ratio	0.003	0.005	0.01	-	-	0.001	-	-	0.195	0.054
HCM Control Delay (s)	15.6	13.5	8.2	-	-	8.2	-	-	17.5	10
HCM Lane LOS	C	B	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0	0	0	-	-	0	-	-	0.7	0.2

HCM 6th Signalized Intersection Summary
 12: PARK MEADOWS & DRIVEWAY D

Short-Term Total 2028
 Weekday AM



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↕	↑↑	↑↑		↕	↕
Traffic Volume (veh/h)	27	414	368	38	20	17
Future Volume (veh/h)	27	414	368	38	20	17
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	29	450	400	41	22	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	571	1189	1089	111	423	377
Arrive On Green	0.33	0.33	0.33	0.33	0.24	0.24
Sat Flow, veh/h	948	3647	3349	332	1781	1585
Grp Volume(v), veh/h	29	450	217	224	22	18
Grp Sat Flow(s),veh/h/ln	948	1777	1777	1811	1781	1585
Q Serve(g_s), s	0.5	2.0	2.0	2.0	0.2	0.2
Cycle Q Clear(g_c), s	2.5	2.0	2.0	2.0	0.2	0.2
Prop In Lane	1.00			0.18	1.00	1.00
Lane Grp Cap(c), veh/h	571	1189	594	606	423	377
V/C Ratio(X)	0.05	0.38	0.37	0.37	0.05	0.05
Avail Cap(c_a), veh/h	1065	3040	1520	1549	1524	1356
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.3	5.3	5.3	5.3	6.2	6.2
Incr Delay (d2), s/veh	0.0	0.2	0.4	0.4	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	0.5	0.6	0.6	0.1	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	6.3	5.5	5.7	5.7	6.2	6.2
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h		479	441		40	
Approach Delay, s/veh		5.6	5.7		6.2	
Approach LOS		A	A		A	
Timer - Assigned Phs				4	6	8
Phs Duration (G+Y+Rc), s				11.5	9.5	11.5
Change Period (Y+Rc), s				4.5	4.5	4.5
Max Green Setting (Gmax), s				18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s				4.5	2.2	4.0
Green Ext Time (p_c), s				2.6	0.1	2.2
Intersection Summary						
HCM 6th Ctrl Delay			5.7			
HCM 6th LOS			A			

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑↑	↑↑↑	↗
Traffic Vol, veh/h	0	6	0	1164	809	13
Future Vol, veh/h	0	6	0	1164	809	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	7	0	1265	879	14





































Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	440	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	7.14	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.92	-
Pot Cap-1 Maneuver	0	483	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	-	483	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	483	-	-
HCM Lane V/C Ratio	-	0.014	-	-
HCM Control Delay (s)	-	12.6	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0	-	-

HCM 6th Signalized Intersection Summary
 1: QUEBEC & BUSINESS CENTER/PARK MEADOWS

Short-Term Total 2028
 Saturday Noon

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 		 	 		 	 	  		  	  	 
Traffic Volume (veh/h)	364	1075	312	231	1351	370	494	194	220	493	197	416
Future Volume (veh/h)	364	1075	312	231	1351	370	494	194	220	493	197	416
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	404	1194	347	257	1501	411	549	216	244	548	219	462
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	562	296	251	706	374	317	274	1362	423	706	2000	621
Arrive On Green	0.16	0.16	0.16	0.20	0.20	0.20	0.08	0.27	0.27	0.20	0.39	0.39
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	404	1194	347	257	1501	411	549	216	244	548	219	462
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	13.3	19.0	19.0	7.7	24.0	24.0	9.5	3.9	16.0	18.0	3.3	30.0
Cycle Q Clear(g_c), s	13.3	19.0	19.0	7.7	24.0	24.0	9.5	3.9	16.0	18.0	3.3	30.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	562	296	251	706	374	317	274	1362	423	706	2000	621
V/C Ratio(X)	0.72	4.03	1.38	0.36	4.01	1.30	2.01	0.16	0.58	0.78	0.11	0.74
Avail Cap(c_a), veh/h	562	296	251	706	374	317	274	1362	423	706	2000	621
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.7	50.5	50.5	41.1	48.0	48.0	55.3	33.7	38.1	45.2	23.2	31.3
Incr Delay (d2), s/veh	4.4	1372.4	195.1	0.3	1362.0	154.8	465.8	0.2	5.6	5.5	0.1	7.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.1	188.3	33.1	6.0	233.4	35.0	35.0	3.0	11.2	12.9	2.4	18.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.1	1422.9	245.6	41.4	1410.0	202.8	521.0	33.9	43.8	50.6	23.3	39.2
LnGrp LOS	D	F	F	D	F	F	F	C	D	D	C	D
Approach Vol, veh/h		1945			2169			1009			1229	
Approach Delay, s/veh		928.1			1019.1			301.4			41.5	
Approach LOS		F			F			F			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	27.2	41.6	22.0	29.3	14.0	54.8	22.2	29.0				
Change Period (Y+Rc), s	4.5	6.0	4.5	5.0	4.5	6.0	4.5	5.0				
Max Green Setting (Gmax), s	24.5	32.0	24.5	19.0	9.5	47.0	19.5	24.0				
Max Q Clear Time (g_c+I1), s	20.0	18.0	9.7	21.0	11.5	32.0	15.3	26.0				
Green Ext Time (p_c), s	0.9	3.6	0.7	0.0	0.0	5.4	0.6	0.0				

Intersection Summary

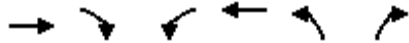
HCM 6th Ctrl Delay	688.1
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 2: ACRES GREEN & COUNTY LINE

Short-Term Total 2028
 Saturday Noon



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Volume (veh/h)	1094	168	274	952	176	274
Future Volume (veh/h)	1094	168	274	952	176	274
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1216	187	304	1058	196	304
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1590	709	556	2488	371	330
Arrive On Green	0.45	0.45	0.21	0.70	0.21	0.21
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	1216	187	304	1058	196	304
Grp Sat Flow(s),veh/h/ln1777	1585	1781	1777	1781	1585	
Q Serve(g_s), s	34.5	8.9	7.9	15.3	11.7	22.5
Cycle Q Clear(g_c), s	34.5	8.9	7.9	15.3	11.7	22.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1590	709	556	2488	371	330
V/C Ratio(X)	0.76	0.26	0.55	0.43	0.53	0.92
Avail Cap(c_a), veh/h	1590	709	556	2517	371	330
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.8	20.8	13.8	7.7	42.3	46.5
Incr Delay (d2), s/veh	3.6	0.9	1.1	0.0	0.7	29.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.5	6.2	7.2	9.2	9.0	17.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	31.4	21.7	14.9	7.7	43.0	76.1
LnGrp LOS	C	C	B	A	D	E
Approach Vol, veh/h	1403			1362	500	
Approach Delay, s/veh	30.1			9.3	63.1	
Approach LOS	C			A	E	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	22.8	67.4			90.2	29.8
Change Period (Y+Rc), s	4.5	6.0			* 6	5.0
Max Green Setting (Gmax), s	25.8	53.7			* 85	25.0
Max Q Clear Time (g_c+19.5), s	19.5	36.5			17.3	24.5
Green Ext Time (p_c), s	0.8	13.1			6.3	0.1

Intersection Summary






















HCM 6th Ctrl Delay	26.5
HCM 6th LOS	C

Notes

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

HCM 6th Signalized Intersection Summary
 3: ACRES GREEN & PARKWAY

Short-Term Total 2028
 Saturday Noon

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	28	74	108	46	50	34	392	95	29	385	47
Future Volume (veh/h)	17	28	74	108	46	50	34	392	95	29	385	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	19	31	81	119	51	55	37	431	104	32	423	52
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	3	3	3	2	2	2	2	2	2
Cap, veh/h	609	748	634	627	327	352	131	1055	246	128	1181	141
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	1288	1870	1585	1271	817	881	103	2637	614	95	2953	352
Grp Volume(v), veh/h	19	31	81	119	0	106	303	0	269	265	0	242
Grp Sat Flow(s),veh/h/ln	1288	1870	1585	1271	0	1697	1763	0	1591	1761	0	1639
Q Serve(g_s), s	0.4	0.5	1.5	2.9	0.0	1.8	0.0	0.0	5.5	0.0	0.0	4.7
Cycle Q Clear(g_c), s	2.7	0.5	1.5	4.4	0.0	1.8	5.2	0.0	5.5	4.5	0.0	4.7
Prop In Lane	1.00		1.00	1.00		0.52	0.12		0.39	0.12		0.21
Lane Grp Cap(c), veh/h	609	748	634	627	0	679	795	0	637	794	0	655
V/C Ratio(X)	0.03	0.04	0.13	0.19	0.00	0.16	0.38	0.00	0.42	0.33	0.00	0.37
Avail Cap(c_a), veh/h	609	748	634	627	0	679	795	0	637	794	0	655
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.7	8.2	8.5	9.9	0.0	8.6	9.7	0.0	9.8	9.4	0.0	9.5
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.1	0.0	0.1	0.3	0.0	0.4	0.2	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	0.3	0.7	1.2	0.0	1.0	3.1	0.0	2.8	2.7	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.7	8.3	8.6	10.1	0.0	8.7	10.0	0.0	10.2	9.7	0.0	9.8
LnGrp LOS	A	A	A	B	A	A	A	A	B	A	A	A
Approach Vol, veh/h		131			225			572			507	
Approach Delay, s/veh		8.7			9.4			10.1			9.8	
Approach LOS		A			A			B			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		18.6		17.0		18.6		17.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		7.5		4.7		6.7		6.4				
Green Ext Time (p_c), s		2.7		0.3		2.4		0.7				
Intersection Summary												
HCM 6th Ctrl Delay				9.7								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary
4: ACRES GREEN & PARK MEADOWS

Short-Term Total 2028
Saturday Noon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	203	452	77	12	422	256	90	69	10	236	78	255
Future Volume (veh/h)	203	452	77	12	422	256	90	69	10	236	78	255
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	207	461	79	12	431	261	92	70	10	241	80	260
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	3	3	3	2	2	2	2	2	2
Cap, veh/h	455	1077	183	327	962	429	357	825	116	686	614	548
Arrive On Green	0.13	0.35	0.35	0.05	0.27	0.27	0.06	0.26	0.26	0.14	0.35	0.35
Sat Flow, veh/h	1781	3037	517	1767	3526	1572	1781	3130	438	1781	1777	1585
Grp Volume(v), veh/h	207	269	271	12	431	261	92	39	41	241	80	260
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1767	1763	1572	1781	1777	1791	1781	1777	1585
Q Serve(g_s), s	8.3	12.6	12.8	0.5	11.1	15.9	4.1	1.8	1.9	9.9	3.4	14.1
Cycle Q Clear(g_c), s	8.3	12.6	12.8	0.5	11.1	15.9	4.1	1.8	1.9	9.9	3.4	14.1
Prop In Lane	1.00		0.29	1.00		1.00	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	455	630	630	327	962	429	357	468	472	686	614	548
V/C Ratio(X)	0.45	0.43	0.43	0.04	0.45	0.61	0.26	0.08	0.09	0.35	0.13	0.47
Avail Cap(c_a), veh/h	455	630	630	327	962	429	357	468	472	686	614	548
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.3	27.0	27.0	25.7	33.1	34.9	27.0	30.5	30.5	21.2	24.7	28.2
Incr Delay (d2), s/veh	0.7	0.7	0.7	0.0	0.5	2.9	0.4	0.1	0.1	0.3	0.1	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.4	9.3	9.4	0.4	8.4	10.5	3.2	1.4	1.5	7.5	2.6	9.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.0	27.6	27.7	25.7	33.6	37.8	27.4	30.6	30.6	21.5	24.8	28.8
LnGrp LOS	C	C	C	C	C	D	C	C	C	C	C	C
Approach Vol, veh/h		747			704			172			581	
Approach Delay, s/veh		26.1			35.0			28.9			25.2	
Approach LOS		C			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.0	41.0	10.6	34.1	17.0	32.0	18.3	26.4				
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0				
Max Green Setting (Gmax), s	5.5	39.0	6.5	38.0	14.5	30.0	15.5	29.0				
Max Q Clear Time (g_c+I1), s	2.5	14.8	6.1	16.1	10.3	17.9	11.9	3.9				
Green Ext Time (p_c), s	0.0	4.8	0.0	2.1	0.2	4.1	0.2	0.4				
Intersection Summary												
HCM 6th Ctrl Delay				28.9								
HCM 6th LOS				C								

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	702	16	36	721	11	37
Future Vol, veh/h	702	16	36	721	11	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	65	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	771	18	40	792	12	41

































Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	789	0	1256 395
Stage 1	-	-	-	-	780 -
Stage 2	-	-	-	-	476 -
Critical Hdwy	-	-	4.14	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	-	-	2.22	-	3.52 3.32
Pot Cap-1 Maneuver	-	-	827	-	163 604
Stage 1	-	-	-	-	412 -
Stage 2	-	-	-	-	591 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	827	-	155 604
Mov Cap-2 Maneuver	-	-	-	-	155 -
Stage 1	-	-	-	-	412 -
Stage 2	-	-	-	-	563 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	16.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	363	-	-	827	-
HCM Lane V/C Ratio	0.145	-	-	0.048	-
HCM Control Delay (s)	16.6	-	-	9.6	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

HCM 6th Signalized Intersection Summary
6: YOSEMITE & PARK MEADOWS

Short-Term Total 2028
Saturday Noon

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 			  		 	  	
Traffic Volume (veh/h)	284	272	198	55	207	376	259	584	28	281	736	298
Future Volume (veh/h)	284	272	198	55	207	376	259	584	28	281	736	298
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	296	283	206	57	216	392	270	608	29	293	767	310
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	173	1098	490	173	1098	490	235	1703	81	393	1648	512
Arrive On Green	0.05	0.31	0.31	0.05	0.31	0.31	0.13	0.34	0.34	0.11	0.32	0.32
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	1781	4995	237	3456	5106	1585
Grp Volume(v), veh/h	296	283	206	57	216	392	270	413	224	293	767	310
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1781	1702	1828	1728	1702	1585
Q Serve(g_s), s	5.5	6.6	11.4	1.8	4.9	25.0	14.5	10.0	10.1	9.0	13.2	18.1
Cycle Q Clear(g_c), s	5.5	6.6	11.4	1.8	4.9	25.0	14.5	10.0	10.1	9.0	13.2	18.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	173	1098	490	173	1098	490	235	1160	623	393	1648	512
V/C Ratio(X)	1.71	0.26	0.42	0.33	0.20	0.80	1.15	0.36	0.36	0.75	0.47	0.61
Avail Cap(c_a), veh/h	173	1115	497	173	1098	490	235	1160	623	393	1648	512
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.3	28.5	30.2	50.5	28.0	34.9	47.8	27.2	27.2	47.2	29.7	31.4
Incr Delay (d2), s/veh	344.2	0.1	0.6	1.1	0.1	9.2	105.2	0.9	1.6	7.6	0.9	5.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	18.0	5.1	7.8	1.4	3.8	16.1	20.4	7.5	8.2	7.7	9.3	12.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	396.5	28.6	30.8	51.6	28.0	44.0	152.9	28.1	28.8	54.8	30.6	36.6
LnGrp LOS	F	C	C	D	C	D	F	C	C	D	C	D
Approach Vol, veh/h		785			665			907			1370	
Approach Delay, s/veh		167.9			39.5			65.4			37.2	
Approach LOS		F			D			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.3	46.3	9.3	38.0	19.0	43.7	10.0	37.3				
Change Period (Y+Rc), s	4.5	5.5	4.5	* 6	4.5	5.5	4.5	6.0				
Max Green Setting (Gmax), s	12.5	37.5	5.5	* 35	14.5	35.5	5.5	34.0				
Max Q Clear Time (g_c+I1), s	11.0	12.1	3.8	13.4	16.5	20.1	7.5	27.0				
Green Ext Time (p_c), s	0.2	4.3	0.0	2.5	0.0	5.8	0.0	1.7				
Intersection Summary												
HCM 6th Ctrl Delay				72.0								
HCM 6th LOS				E								
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary
 7: YOSEMITE & C470 OFF

Short-Term Total 2028
 Saturday Noon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	850	10	241	0	0	45	0	1230	15	25	1085	0	
Future Volume (veh/h)	850	10	241	0	0	45	0	1230	15	25	1085	0	
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No						No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0	
Adj Flow Rate, veh/h	903	0	254				0	1295	16	26	1142	0	
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95	
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0	
Cap, veh/h	1193	0	531				0	2442	30	302	2969	0	
Arrive On Green	0.33	0.00	0.33				0.00	0.16	0.16	0.05	0.58	0.00	
Sat Flow, veh/h	3563	0	1585				0	5367	64	1781	5274	0	
Grp Volume(v), veh/h	903	0	254				0	848	463	26	1142	0	
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1702	1859	1781	1702	0	
Q Serve(g_s), s	24.3	0.0	13.6				0.0	24.7	24.7	0.7	13.0	0.0	
Cycle Q Clear(g_c), s	24.3	0.0	13.6				0.0	24.7	24.7	0.7	13.0	0.0	
Prop In Lane	1.00		1.00				0.00		0.03	1.00		0.00	
Lane Grp Cap(c), veh/h	1193	0	531				0	1599	873	302	2969	0	
V/C Ratio(X)	0.76	0.00	0.48				0.00	0.53	0.53	0.09	0.38	0.00	
Avail Cap(c_a), veh/h	1193	0	531				0	1599	873	302	2969	0	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.86	0.86	0.00	
Uniform Delay (d), s/veh	31.9	0.0	28.3				0.0	34.5	34.5	11.9	12.1	0.0	
Incr Delay (d2), s/veh	2.8	0.0	0.7				0.0	1.3	2.3	0.1	0.3	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(95%),veh/ln	16.1	0.0	9.0				0.0	17.1	18.7	0.5	8.1	0.0	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	34.7	0.0	29.0				0.0	35.8	36.8	12.0	12.5	0.0	
LnGrp LOS	C	A	C				A	D	D	B	B	A	
Approach Vol, veh/h		1157						1311			1168		
Approach Delay, s/veh		33.4						36.1			12.4		
Approach LOS		C						D			B		
Timer - Assigned Phs	1	2	4	6									
Phs Duration (G+Y+Rc), s	8.3	62.8	38.9	71.1									
Change Period (Y+Rc), s	4.5	5.5	6.0	5.5									
Max Green Setting (Gmax), s	5.0	50.5	36.0	62.5									
Max Q Clear Time (g_c+I), s	12.7	26.7	26.3	15.0									
Green Ext Time (p_c), s	0.0	10.0	3.4	11.0									

Intersection Summary

HCM 6th Ctrl Delay	27.7
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 8: YOSEMITE & C470 ON/ PARK MEADOWS CENTER

Short-Term Total 2028
 Saturday Noon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↘	↕	↗	↘	↕	↗	↘	↕	↗
Traffic Volume (veh/h)	0	0	0	413	336	241	271	1112	742	259	696	313
Future Volume (veh/h)	0	0	0	413	336	241	271	1112	742	259	696	313
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		No
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h				444	361	259	291	1196	798	278	748	0
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				2	2	2	2	2	2	2	2	2
Cap, veh/h				623	1244	555	740	2158	670	515	2261	
Arrive On Green				0.35	0.35	0.35	0.11	0.85	0.85	0.09	0.44	0.00
Sat Flow, veh/h				1781	3554	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h				444	361	259	291	1196	798	278	748	0
Grp Sat Flow(s),veh/h/ln				1781	1777	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s				23.7	8.1	14.0	0.0	7.5	46.5	5.6	10.5	0.0
Cycle Q Clear(g_c), s				23.7	8.1	14.0	0.0	7.5	46.5	5.6	10.5	0.0
Prop In Lane				1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h				623	1244	555	740	2158	670	515	2261	
V/C Ratio(X)				0.71	0.29	0.47	0.39	0.55	1.19	0.54	0.33	
Avail Cap(c_a), veh/h				623	1244	555	772	2158	670	515	2261	
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.78	0.78	0.78	1.00	1.00	0.00
Uniform Delay (d), s/veh				31.0	25.9	27.8	26.8	5.5	8.5	22.8	20.0	0.0
Incr Delay (d2), s/veh				3.6	0.1	0.5	0.3	0.8	97.5	1.1	0.4	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				16.0	6.2	9.1	5.2	3.3	31.3	4.2	7.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				34.5	26.0	28.2	27.1	6.3	106.0	23.9	20.4	0.0
LnGrp LOS				C	C	C	C	A	F	C	C	
Approach Vol, veh/h					1064			2285			1026	
Approach Delay, s/veh					30.1			43.7			21.4	
Approach LOS					C			D			C	
Timer - Assigned Phs	1	2		5	6		8					
Phs Duration (G+Y+Rc), s	31.1	57.6		16.6	54.2		39.2					
Change Period (Y+Rc), s	4.5	5.5		5.5	* 5.5		5.5					
Max Green Setting (Gmax), s	49.5	46.5		7.3	* 49		38.5					
Max Q Clear Time (g_c+1), s	17.6	48.5		2.0	12.5		25.7					
Green Ext Time (p_c), s	0.2	0.0		0.5	6.1		3.2					

Intersection Summary

HCM 6th Ctrl Delay	35.2
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection												
Int Delay, s/veh	11.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↑↑		↵	↑↑		↵	↵		↵	↵	
Traffic Vol, veh/h	97	564	1	1	556	123	1	1	1	113	1	88
Future Vol, veh/h	97	564	1	1	556	123	1	1	1	113	1	88
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	105	613	1	1	604	134	1	1	1	123	1	96

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	738	0	0	614	0	0	1129	1564	307	1190	1497	369
Stage 1	-	-	-	-	-	-	824	824	-	673	673	-
Stage 2	-	-	-	-	-	-	305	740	-	517	824	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	864	-	-	961	-	-	159	111	689	143	121	628
Stage 1	-	-	-	-	-	-	333	385	-	411	452	-
Stage 2	-	-	-	-	-	-	680	421	-	509	385	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	864	-	-	961	-	-	121	97	689	128	106	628
Mov Cap-2 Maneuver	-	-	-	-	-	-	121	97	-	128	106	-
Stage 1	-	-	-	-	-	-	292	338	-	361	452	-
Stage 2	-	-	-	-	-	-	574	421	-	445	338	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.4			0			29.3			80.7		
HCM LOS							D			F		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	121	170	864	-	-	961	-	-	128	595
HCM Lane V/C Ratio	0.009	0.013	0.122	-	-	0.001	-	-	0.96	0.163
HCM Control Delay (s)	35	26.5	9.7	-	-	8.8	-	-	134.6	12.2
HCM Lane LOS	E	D	A	-	-	A	-	-	F	B
HCM 95th %tile Q(veh)	0	0	0.4	-	-	0	-	-	6.5	0.6

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑		↘	↑↑		↘	↘		↘	↘	
Traffic Vol, veh/h	28	649	1	1	651	22	1	1	1	23	1	28
Future Vol, veh/h	28	649	1	1	651	22	1	1	1	23	1	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	0	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	705	1	1	708	24	1	1	1	25	1	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	732	0	0	706	0	0	1123	1500	353	1135	1488	366
Stage 1	-	-	-	-	-	-	766	766	-	722	722	-
Stage 2	-	-	-	-	-	-	357	734	-	413	766	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	868	-	-	888	-	-	160	121	643	157	123	631
Stage 1	-	-	-	-	-	-	361	410	-	384	429	-
Stage 2	-	-	-	-	-	-	633	424	-	587	410	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	868	-	-	888	-	-	147	117	643	151	119	631
Mov Cap-2 Maneuver	-	-	-	-	-	-	147	117	-	151	119	-
Stage 1	-	-	-	-	-	-	348	396	-	371	429	-
Stage 2	-	-	-	-	-	-	600	424	-	564	396	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	25.5	21.5
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	147	198	868	-	-	888	-	-	151	549
HCM Lane V/C Ratio	0.007	0.011	0.035	-	-	0.001	-	-	0.166	0.057
HCM Control Delay (s)	29.7	23.4	9.3	-	-	9.1	-	-	33.5	12
HCM Lane LOS	D	C	A	-	-	A	-	-	D	B
HCM 95th %tile Q(veh)	0	0	0.1	-	-	0	-	-	0.6	0.2

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕		↖	↕		↖	↕	
Traffic Vol, veh/h	18	654	1	1	655	32	1	1	1	34	1	18
Future Vol, veh/h	18	654	1	1	655	32	1	1	1	34	1	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	0	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	711	1	1	712	35	1	1	1	37	1	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	747	0	0	712	0	0	1111	1501	356	1128	1484	374
Stage 1	-	-	-	-	-	-	752	752	-	732	732	-
Stage 2	-	-	-	-	-	-	359	749	-	396	752	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	857	-	-	884	-	-	164	121	640	159	124	623
Stage 1	-	-	-	-	-	-	368	416	-	379	425	-
Stage 2	-	-	-	-	-	-	632	417	-	601	416	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	857	-	-	884	-	-	155	118	640	155	121	623
Mov Cap-2 Maneuver	-	-	-	-	-	-	155	118	-	155	121	-
Stage 1	-	-	-	-	-	-	360	406	-	370	425	-
Stage 2	-	-	-	-	-	-	610	417	-	584	406	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0	25	27.1
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	155	199	857	-	-	884	-	-	155	511
HCM Lane V/C Ratio	0.007	0.011	0.023	-	-	0.001	-	-	0.238	0.04
HCM Control Delay (s)	28.4	23.3	9.3	-	-	9.1	-	-	35.3	12.3
HCM Lane LOS	D	C	A	-	-	A	-	-	E	B
HCM 95th %tile Q(veh)	0	0	0.1	-	-	0	-	-	0.9	0.1

HCM 6th Signalized Intersection Summary
 12: PARK MEADOWS & DRIVEWAY D

Short-Term Total 2028
 Saturday Noon



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	109	579	569	163	139	118
Future Volume (veh/h)	109	579	569	163	139	118
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	118	629	618	177	151	128
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	316	1421	1091	312	713	634
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	683	3647	2821	780	1781	1585
Grp Volume(v), veh/h	118	629	402	393	151	128
Grp Sat Flow(s),veh/h/ln	683	1777	1777	1730	1781	1585
Q Serve(g_s), s	7.2	5.8	7.9	7.9	2.5	2.4
Cycle Q Clear(g_c), s	14.9	5.8	7.9	7.9	2.5	2.4
Prop In Lane	1.00			0.45	1.00	1.00
Lane Grp Cap(c), veh/h	316	1421	711	692	713	634
V/C Ratio(X)	0.37	0.44	0.57	0.57	0.21	0.20
Avail Cap(c_a), veh/h	316	1421	711	692	713	634
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.2	9.8	10.5	10.5	8.9	8.8
Incr Delay (d2), s/veh	0.7	0.2	1.1	1.1	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.8	3.2	4.7	4.6	1.4	1.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.9	10.1	11.5	11.6	9.0	9.0
LnGrp LOS	B	B	B	B	A	A
Approach Vol, veh/h		747	795		279	
Approach Delay, s/veh		11.1	11.5		9.0	
Approach LOS		B	B		A	
Timer - Assigned Phs				4	6	8
Phs Duration (G+Y+Rc), s				22.2	16.1	22.2
Change Period (Y+Rc), s				4.5	4.5	4.5
Max Green Setting (Gmax), s				18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s				16.9	4.5	9.9
Green Ext Time (p_c), s				0.6	0.7	3.2
Intersection Summary						
HCM 6th Ctrl Delay			11.0			
HCM 6th LOS			B			

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑↑	↑↑↑	↗
Traffic Vol, veh/h	0	41	0	1244	1274	52
Future Vol, veh/h	0	41	0	1244	1274	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	45	0	1352	1385	57

































Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	693	-	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-
Pot Cap-1 Maneuver	0	331	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	331	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.6	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	331	-	-
HCM Lane V/C Ratio	-	0.135	-	-
HCM Control Delay (s)	-	17.6	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.5	-	-

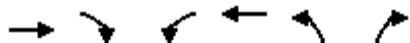
HCM 6th Signalized Intersection Summary
 1: QUEBEC & BUSINESS CENTER/PARK MEADOWS

Short-Term Total 2028
 Weekday PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 			 			 	  		 	  	
Traffic Volume (veh/h)	385	146	323	422	164	158	262	1186	332	154	844	270
Future Volume (veh/h)	385	146	323	422	164	158	262	1186	332	154	844	270
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	393	149	330	431	167	161	267	1210	339	157	861	276
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	446	401	340	491	425	360	222	2213	687	208	2193	681
Arrive On Green	0.13	0.21	0.21	0.14	0.23	0.23	0.06	0.43	0.43	0.06	0.43	0.43
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	393	149	330	431	167	161	267	1210	339	157	861	276
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	15.6	9.5	28.9	17.1	10.6	12.2	9.0	24.6	21.6	6.3	16.2	16.8
Cycle Q Clear(g_c), s	15.6	9.5	28.9	17.1	10.6	12.2	9.0	24.6	21.6	6.3	16.2	16.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	446	401	340	491	425	360	222	2213	687	208	2193	681
V/C Ratio(X)	0.88	0.37	0.97	0.88	0.39	0.45	1.20	0.55	0.49	0.75	0.39	0.41
Avail Cap(c_a), veh/h	568	401	340	864	561	476	222	2213	687	494	2193	681
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.9	47.0	54.6	58.9	45.9	46.5	65.5	29.5	28.6	64.8	27.4	27.6
Incr Delay (d2), s/veh	10.8	0.2	40.9	2.0	0.2	0.3	125.7	1.0	2.5	2.1	0.5	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.0	8.0	21.8	12.2	8.7	8.5	13.2	15.6	13.6	5.1	11.0	11.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.7	47.2	95.5	60.9	46.1	46.8	191.2	30.4	31.1	66.8	27.9	29.4
LnGrp LOS	E	D	F	E	D	D	F	C	C	E	C	C
Approach Vol, veh/h		872			759			1816			1294	
Approach Delay, s/veh		76.1			54.7			54.2			33.0	
Approach LOS		E			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.4	66.7	24.9	35.0	14.0	66.1	23.1	36.8				
Change Period (Y+Rc), s	5.0	6.0	5.0	5.0	5.0	6.0	5.0	5.0				
Max Green Setting (Gmax), s	20.0	34.0	35.0	30.0	9.0	45.0	23.0	42.0				
Max Q Clear Time (g_c+I1), s	8.3	26.6	19.1	30.9	11.0	18.8	17.6	14.2				
Green Ext Time (p_c), s	0.2	6.4	0.8	0.0	0.0	14.0	0.4	0.9				
Intersection Summary												
HCM 6th Ctrl Delay			52.5									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary
2: ACRES GREEN & COUNTY LINE

Short-Term Total 2028
Weekday PM



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↵	↑↑	↵	↑
Traffic Volume (veh/h)	733	219	425	1094	281	292
Future Volume (veh/h)	733	219	425	1094	281	292
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	756	226	438	1128	290	301
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1784	796	507	2386	471	419
Arrive On Green	0.50	0.50	0.14	0.67	0.26	0.26
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	756	226	438	1128	290	301
Grp Sat Flow(s),veh/h/ln1777		1585	1781	1777	1781	1585
Q Serve(g_s), s	18.8	11.6	15.8	21.4	20.0	24.1
Cycle Q Clear(g_c), s	18.8	11.6	15.8	21.4	20.0	24.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1784	796	507	2386	471	419
V/C Ratio(X)	0.42	0.28	0.86	0.47	0.62	0.72
Avail Cap(c_a), veh/h	1784	796	841	2386	471	419
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.1	20.3	17.4	11.1	45.3	46.8
Incr Delay (d2), s/veh	0.7	0.9	5.2	0.1	5.9	10.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.8	8.0	11.1	12.9	14.8	16.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.8	21.1	22.6	11.1	51.2	56.9
LnGrp LOS	C	C	C	B	D	E
Approach Vol, veh/h	982			1566	591	
Approach Delay, s/veh	22.4			14.3	54.1	
Approach LOS	C			B	D	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	23.7	75.3		99.0	41.0	
Change Period (Y+Rc), s	4.5	* 5		5.0	4.0	
Max Green Setting (Gmax), s	45.5	* 45		94.0	37.0	
Max Q Clear Time (g_c+117), s	117.8	20.8		23.4	26.1	
Green Ext Time (p_c), s	1.4	3.1		6.9	0.5	

Intersection Summary

HCM 6th Ctrl Delay		24.4	
HCM 6th LOS		C	

Notes

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

HCM 6th Signalized Intersection Summary
 3: ACRES GREEN & PARKWAY
























Short-Term Total 2028
 Weekday PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗			↕			↕	
Traffic Volume (veh/h)	5	9	97	92	29	46	49	510	48	16	613	14
Future Volume (veh/h)	5	9	97	92	29	46	49	510	48	16	613	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	10	104	99	31	49	53	548	52	17	659	15
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	526	357	302	566	125	197	243	1168	109	185	1360	31
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	1319	1870	1585	1279	653	1032	132	2927	272	32	3408	77
Grp Volume(v), veh/h	5	10	104	99	0	80	337	0	316	361	0	330
Grp Sat Flow(s),veh/h/ln	1319	1870	1585	1279	0	1685	1679	0	1653	1829	0	1688
Q Serve(g_s), s	0.1	0.1	1.2	1.5	0.0	0.9	0.0	0.0	3.1	0.0	0.0	3.2
Cycle Q Clear(g_c), s	1.0	0.1	1.2	1.6	0.0	0.9	2.9	0.0	3.1	3.2	0.0	3.2
Prop In Lane	1.00		1.00	1.00		0.61	0.16		0.16	0.05		0.05
Lane Grp Cap(c), veh/h	526	357	302	566	0	321	860	0	660	902	0	674
V/C Ratio(X)	0.01	0.03	0.34	0.17	0.00	0.25	0.39	0.00	0.48	0.40	0.00	0.49
Avail Cap(c_a), veh/h	1356	1534	1300	1371	0	1382	1502	0	1356	1644	0	1385
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.9	7.2	7.7	7.9	0.0	7.5	4.8	0.0	4.9	4.9	0.0	4.9
Incr Delay (d2), s/veh	0.0	0.0	0.7	0.1	0.0	0.4	0.3	0.0	0.5	0.3	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.5	0.4	0.0	0.4	0.7	0.0	0.7	0.7	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.0	7.3	8.4	8.0	0.0	7.9	5.1	0.0	5.4	5.2	0.0	5.5
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		119			179			653			691	
Approach Delay, s/veh		8.3			8.0			5.3			5.3	
Approach LOS		A			A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		13.3		8.7		13.3		8.7				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		5.1		3.2		5.2		3.6				
Green Ext Time (p_c), s		3.5		0.3		3.6		0.6				
Intersection Summary												
HCM 6th Ctrl Delay				5.8								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary
4: ACRES GREEN & PARK MEADOWS

Short-Term Total 2028
Weekday PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	162	420	116	18	466	346	91	96	17	325	161	315
Future Volume (veh/h)	162	420	116	18	466	346	91	96	17	325	161	315
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	171	442	122	19	491	364	96	101	18	342	169	332
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	369	996	273	335	1048	467	269	439	76	566	472	421
Arrive On Green	0.09	0.36	0.36	0.02	0.29	0.29	0.06	0.14	0.14	0.18	0.27	0.27
Sat Flow, veh/h	1781	2757	755	1781	3554	1585	1781	3026	527	1781	1777	1585
Grp Volume(v), veh/h	171	284	280	19	491	364	96	58	61	342	169	332
Grp Sat Flow(s),veh/h/ln	1781	1777	1735	1781	1777	1585	1781	1777	1776	1781	1777	1585
Q Serve(g_s), s	4.8	9.2	9.4	0.6	8.6	16.0	3.4	2.2	2.3	11.7	5.9	14.8
Cycle Q Clear(g_c), s	4.8	9.2	9.4	0.6	8.6	16.0	3.4	2.2	2.3	11.7	5.9	14.8
Prop In Lane	1.00		0.44	1.00		1.00	1.00		0.30	1.00		1.00
Lane Grp Cap(c), veh/h	369	642	626	335	1048	467	269	258	257	566	472	421
V/C Ratio(X)	0.46	0.44	0.45	0.06	0.47	0.78	0.36	0.23	0.24	0.60	0.36	0.79
Avail Cap(c_a), veh/h	493	818	798	413	1309	584	299	701	700	662	981	875
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.7	18.5	18.5	18.1	21.9	24.5	25.5	28.7	28.8	19.8	22.7	25.9
Incr Delay (d2), s/veh	0.3	0.7	0.7	0.0	0.5	6.1	0.3	0.4	0.5	0.5	0.5	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.3	6.7	6.6	0.4	6.3	10.6	2.6	1.7	1.8	8.1	4.4	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.0	19.1	19.2	18.1	22.4	30.7	25.8	29.2	29.2	20.3	23.1	29.3
LnGrp LOS	B	B	B	B	C	C	C	C	C	C	C	C
Approach Vol, veh/h		735			874			215			843	
Approach Delay, s/veh		18.5			25.7			27.7			24.4	
Approach LOS		B			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.7	33.5	9.7	26.2	11.7	28.4	18.9	17.0				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	5.0	35.0	6.0	42.0	12.0	28.0	18.0	30.0				
Max Q Clear Time (g_c+I1), s	2.6	11.4	5.4	16.8	6.8	18.0	13.7	4.3				
Green Ext Time (p_c), s	0.0	5.1	0.0	3.4	0.1	4.4	0.2	0.6				
Intersection Summary												
HCM 6th Ctrl Delay			23.5									
HCM 6th LOS			C									

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	719	16	28	804	6	36
Future Vol, veh/h	719	16	28	804	6	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	65	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	773	17	30	865	6	39

































Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	790	0	1275
Stage 1	-	-	-	-	782
Stage 2	-	-	-	-	493
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	826	-	159
Stage 1	-	-	-	-	411
Stage 2	-	-	-	-	579
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	826	-	153
Mov Cap-2 Maneuver	-	-	-	-	153
Stage 1	-	-	-	-	411
Stage 2	-	-	-	-	558

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	14.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	425	-	-	826	-
HCM Lane V/C Ratio	0.106	-	-	0.036	-
HCM Control Delay (s)	14.5	-	-	9.5	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

HCM 6th Signalized Intersection Summary
6: YOSEMITE & PARK MEADOWS

Short-Term Total 2028
Weekday PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 			  		 	  	
Traffic Volume (veh/h)	246	249	239	52	317	400	294	519	54	244	684	228
Future Volume (veh/h)	246	249	239	52	317	400	294	519	54	244	684	228
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	254	257	246	54	327	412	303	535	56	252	705	235
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	247	999	445	90	863	385	326	2002	207	307	1696	526
Arrive On Green	0.07	0.28	0.28	0.03	0.24	0.24	0.18	0.43	0.43	0.09	0.33	0.33
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	1781	4701	486	3456	5106	1585
Grp Volume(v), veh/h	254	257	246	54	327	412	303	386	205	252	705	235
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1781	1702	1783	1728	1702	1585
Q Serve(g_s), s	10.0	7.8	18.5	2.2	10.7	34.0	23.5	10.3	10.5	10.0	15.0	16.3
Cycle Q Clear(g_c), s	10.0	7.8	18.5	2.2	10.7	34.0	23.5	10.3	10.5	10.0	15.0	16.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.27	1.00		1.00
Lane Grp Cap(c), veh/h	247	999	445	90	863	385	326	1450	759	307	1696	526
V/C Ratio(X)	1.03	0.26	0.55	0.60	0.38	1.07	0.93	0.27	0.27	0.82	0.42	0.45
Avail Cap(c_a), veh/h	247	999	445	148	863	385	356	1450	759	716	1696	526
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.0	39.0	42.8	67.4	44.2	53.0	56.3	26.0	26.1	62.7	36.2	36.7
Incr Delay (d2), s/veh	65.0	0.1	1.5	2.3	0.3	65.8	28.2	0.4	0.9	2.1	0.8	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.0	6.3	12.0	1.8	8.4	29.1	19.0	7.7	8.3	8.0	10.6	11.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	130.0	39.1	44.3	69.8	44.5	118.8	84.6	26.5	26.9	64.8	37.0	39.4
LnGrp LOS	F	D	D	E	D	F	F	C	C	E	D	D
Approach Vol, veh/h		757			793			894			1192	
Approach Delay, s/veh		71.3			84.8			46.3			43.3	
Approach LOS		E			F			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.5	65.1	9.7	45.3	30.6	52.0	15.0	40.0				
Change Period (Y+Rc), s	5.0	5.5	6.0	* 6	5.0	5.5	5.0	6.0				
Max Green Setting (Gmax), s	29.0	45.5	6.0	* 38	28.0	46.5	10.0	34.0				
Max Q Clear Time (g_c+I1), s	12.0	12.5	4.2	20.5	25.5	18.3	12.0	36.0				
Green Ext Time (p_c), s	0.4	4.2	0.0	2.3	0.1	6.4	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			58.9									
HCM 6th LOS			E									
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary
 7: YOSEMITE & C470 OFF

Short-Term Total 2028
 Weekday PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	302	22	256	0	0	59	0	1151	30	35	875	0	
Future Volume (veh/h)	302	22	256	0	0	59	0	1151	30	35	875	0	
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No					No			No			
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0	
Adj Flow Rate, veh/h	327	0	264				0	1187	31	36	902	0	
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97	
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0	
Cap, veh/h	679	0	302				0	3400	89	357	3713	0	
Arrive On Green	0.19	0.00	0.19				0.00	0.66	0.66	0.03	0.73	0.00	
Sat Flow, veh/h	3563	0	1585				0	5285	134	1781	5274	0	
Grp Volume(v), veh/h	327	0	264				0	790	428	36	902	0	
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1702	1846	1781	1702	0	
Q Serve(g_s), s	11.5	0.0	22.6				0.0	14.2	14.2	0.8	8.2	0.0	
Cycle Q Clear(g_c), s	11.5	0.0	22.6				0.0	14.2	14.2	0.8	8.2	0.0	
Prop In Lane	1.00		1.00				0.00		0.07	1.00		0.00	
Lane Grp Cap(c), veh/h	679	0	302				0	2262	1227	357	3713	0	
V/C Ratio(X)	0.48	0.00	0.87				0.00	0.35	0.35	0.10	0.24	0.00	
Avail Cap(c_a), veh/h	1145	0	509				0	2262	1227	411	3713	0	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.92	0.92	0.00	
Uniform Delay (d), s/veh	50.5	0.0	55.0				0.0	10.3	10.3	7.2	6.3	0.0	
Incr Delay (d2), s/veh	0.5	0.0	8.7				0.0	0.4	0.8	0.0	0.1	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(95%),veh/ln	8.9	0.0	14.9				0.0	9.1	9.9	0.6	5.2	0.0	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	51.0	0.0	63.7				0.0	10.7	11.0	7.2	6.5	0.0	
LnGrp LOS	D	A	E				A	B	B	A	A	A	
Approach Vol, veh/h		591						1218			938		
Approach Delay, s/veh		56.7						10.8			6.5		
Approach LOS		E						B			A		
Timer - Assigned Phs	1	2	4	6									
Phs Duration (G+Y+Rc), s	8.8	98.5	32.7	107.3									
Change Period (Y+Rc), s	5.0	5.5	6.0	5.5									
Max Green Setting (Gmax), s	3.0	70.5	45.0	83.5									
Max Q Clear Time (g_c+I), s	12.8	16.2	24.6	10.2									
Green Ext Time (p_c), s	0.0	11.4	2.1	8.1									

Intersection Summary

HCM 6th Ctrl Delay	19.2
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 8: YOSEMITE & C470 ON/ PARK MEADOWS CENTER

Short-Term Total 2028
 Weekday PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↘	↗	↗	↘	↗	↗	↘	↗	↘
Traffic Volume (veh/h)	0	0	0	307	155	115	266	786	542	125	609	147
Future Volume (veh/h)	0	0	0	307	155	115	266	786	542	125	609	147
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		No
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h				323	163	121	280	827	571	132	641	0
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	2	2	2	2	2	2	2	2
Cap, veh/h				362	722	322	1154	3303	1025	702	3252	
Arrive On Green				0.20	0.20	0.20	0.08	1.00	1.00	0.04	0.64	0.00
Sat Flow, veh/h				1781	3554	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h				323	163	121	280	827	571	132	641	0
Grp Sat Flow(s),veh/h/ln				1781	1777	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s				24.7	5.4	9.2	4.0	0.0	0.0	1.8	7.3	0.0
Cycle Q Clear(g_c), s				24.7	5.4	9.2	4.0	0.0	0.0	1.8	7.3	0.0
Prop In Lane				1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h				362	722	322	1154	3303	1025	702	3252	
V/C Ratio(X)				0.89	0.23	0.38	0.24	0.25	0.56	0.19	0.20	
Avail Cap(c_a), veh/h				566	1130	504	1664	3303	1025	901	3252	
HCM Platoon Ratio				1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	0.00
Uniform Delay (d), s/veh				54.3	46.6	48.1	7.7	0.0	0.0	7.8	10.5	0.0
Incr Delay (d2), s/veh				9.6	0.1	0.5	0.0	0.2	2.0	0.0	0.1	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				17.7	4.3	6.7	2.5	0.1	1.0	1.2	5.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				63.8	46.7	48.6	7.7	0.2	2.0	7.9	10.7	0.0
LnGrp LOS				E	D	D	A	A	A	A	B	
Approach Vol, veh/h					607			1678			773	
Approach Delay, s/veh					56.2			2.1			10.2	
Approach LOS					E			A			B	
Timer - Assigned Phs	1	2		5	6		8					
Phs Duration (G+Y+Rc), s	10.0	96.1		11.4	94.7		34.0					
Change Period (Y+Rc), s	5.0	5.5		5.0	5.5		5.5					
Max Green Setting (Gmax), s	10.0	66.5		27.0	52.5		44.5					
Max Q Clear Time (g_c+1), s	10.0	2.0		6.0	9.3		26.7					
Green Ext Time (p_c), s	0.1	11.0		0.3	5.2		1.8					

Intersection Summary

HCM 6th Ctrl Delay	14.9
HCM 6th LOS	B

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection												
Int Delay, s/veh	8.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↑↑		↵	↑↑		↵	↵		↵	↵	
Traffic Vol, veh/h	75	631	1	1	650	96	1	1	1	94	1	74
Future Vol, veh/h	75	631	1	1	650	96	1	1	1	94	1	74
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	82	686	1	1	707	104	1	1	1	102	1	80

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	811	0	0	687	0	0	1207	1664	344	1269	1612	406
Stage 1	-	-	-	-	-	-	851	851	-	761	761	-
Stage 2	-	-	-	-	-	-	356	813	-	508	851	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	811	-	-	903	-	-	139	96	652	125	103	594
Stage 1	-	-	-	-	-	-	321	375	-	364	412	-
Stage 2	-	-	-	-	-	-	634	390	-	516	375	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	811	-	-	903	-	-	110	86	652	114	92	594
Mov Cap-2 Maneuver	-	-	-	-	-	-	110	86	-	114	92	-
Stage 1	-	-	-	-	-	-	289	337	-	327	412	-
Stage 2	-	-	-	-	-	-	546	390	-	462	337	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	1.1		0		32		77.1	
HCM LOS					D		F	

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	110	152	811	-	-	903	-	-	114	554
HCM Lane V/C Ratio	0.01	0.014	0.101	-	-	0.001	-	-	0.896	0.147
HCM Control Delay (s)	38.1	29	9.9	-	-	9	-	-	128.5	12.6
HCM Lane LOS	E	D	A	-	-	A	-	-	F	B
HCM 95th %tile Q(veh)	0	0	0.3	-	-	0	-	-	5.5	0.5

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑↑		↙	↑↑		↙	↘		↙	↘	
Traffic Vol, veh/h	47	678	1	1	721	36	1	1	1	20	1	25
Future Vol, veh/h	47	678	1	1	721	36	1	1	1	20	1	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	0	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	51	737	1	1	784	39	1	1	1	22	1	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	823	0	0	738	0	0	1235	1665	369	1277	1646	412
Stage 1	-	-	-	-	-	-	840	840	-	806	806	-
Stage 2	-	-	-	-	-	-	395	825	-	471	840	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	803	-	-	864	-	-	133	96	628	123	98	589
Stage 1	-	-	-	-	-	-	326	379	-	342	393	-
Stage 2	-	-	-	-	-	-	602	385	-	542	379	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	803	-	-	864	-	-	120	90	628	116	92	589
Mov Cap-2 Maneuver	-	-	-	-	-	-	120	90	-	116	92	-
Stage 1	-	-	-	-	-	-	305	355	-	320	393	-
Stage 2	-	-	-	-	-	-	572	385	-	505	355	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			0			30.6			26		
HCM LOS							D			D		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	120	157	803	-	-	864	-	-	116	488
HCM Lane V/C Ratio	0.009	0.014	0.064	-	-	0.001	-	-	0.187	0.058
HCM Control Delay (s)	35.3	28.3	9.8	-	-	9.2	-	-	43.1	12.8
HCM Lane LOS		E	D	A	-	A	-	-	E	B
HCM 95th %tile Q(veh)		0	0	0.2	-	0	-	-	0.7	0.2

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕		↖	↕		↖	↕	
Traffic Vol, veh/h	31	667	1	1	741	55	1	1	1	30	1	16
Future Vol, veh/h	31	667	1	1	741	55	1	1	1	30	1	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	0	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	34	725	1	1	805	60	1	1	1	33	1	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	865	0	0	726	0	0	1199	1661	363	1268	1631	433
Stage 1	-	-	-	-	-	-	794	794	-	837	837	-
Stage 2	-	-	-	-	-	-	405	867	-	431	794	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	774	-	-	873	-	-	141	96	634	125	101	571
Stage 1	-	-	-	-	-	-	348	398	-	327	380	-
Stage 2	-	-	-	-	-	-	593	368	-	573	398	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	774	-	-	873	-	-	131	92	634	119	96	571
Mov Cap-2 Maneuver	-	-	-	-	-	-	131	92	-	119	96	-
Stage 1	-	-	-	-	-	-	333	380	-	313	380	-
Stage 2	-	-	-	-	-	-	573	368	-	545	380	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0			29.4			34.4		
HCM LOS							D			D		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	131	161	774	-	-	873	-	-	119	442
HCM Lane V/C Ratio	0.008	0.014	0.044	-	-	0.001	-	-	0.274	0.042
HCM Control Delay (s)	32.7	27.7	9.9	-	-	9.1	-	-	46.3	13.5
HCM Lane LOS	D	D	A	-	-	A	-	-	E	B
HCM 95th %tile Q(veh)	0	0	0.1	-	-	0	-	-	1	0.1

HCM 6th Signalized Intersection Summary
 12: PARK MEADOWS & DRIVEWAY D

Short-Term Total 2028
 Weekday PM



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	78	619	695	115	117	101
Future Volume (veh/h)	78	619	695	115	117	101
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	85	673	755	125	127	110
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	282	1386	1190	197	724	645
Arrive On Green	0.39	0.39	0.39	0.39	0.41	0.41
Sat Flow, veh/h	631	3647	3145	505	1781	1585
Grp Volume(v), veh/h	85	673	440	440	127	110
Grp Sat Flow(s),veh/h/ln	631	1777	1777	1779	1781	1585
Q Serve(g_s), s	5.6	6.3	8.9	8.9	2.0	2.0
Cycle Q Clear(g_c), s	14.5	6.3	8.9	8.9	2.0	2.0
Prop In Lane	1.00			0.28	1.00	1.00
Lane Grp Cap(c), veh/h	282	1386	693	694	724	645
V/C Ratio(X)	0.30	0.49	0.63	0.63	0.18	0.17
Avail Cap(c_a), veh/h	293	1445	723	724	724	645
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.8	10.2	10.9	10.9	8.4	8.4
Incr Delay (d2), s/veh	0.6	0.3	1.7	1.7	0.5	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.3	3.5	5.4	5.4	1.3	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.4	10.4	12.7	12.7	8.9	8.9
LnGrp LOS	B	B	B	B	A	A
Approach Vol, veh/h		758	880		237	
Approach Delay, s/veh		11.2	12.7		8.9	
Approach LOS		B	B		A	
Timer - Assigned Phs				4	6	8
Phs Duration (G+Y+Rc), s				21.8	22.5	21.8
Change Period (Y+Rc), s				4.5	4.5	4.5
Max Green Setting (Gmax), s				18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s				16.5	4.0	10.9
Green Ext Time (p_c), s				0.8	0.6	3.2
Intersection Summary						
HCM 6th Ctrl Delay			11.6			
HCM 6th LOS			B			

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑↑	↑↑↑	↗
Traffic Vol, veh/h	0	34	0	1245	1200	37
Future Vol, veh/h	0	34	0	1245	1200	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	37	0	1353	1304	40

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	652	-	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-
Pot Cap-1 Maneuver	0	352	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	352	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	352	-	-
HCM Lane V/C Ratio	-	0.105	-	-
HCM Control Delay (s)	-	16.4	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.3	-	-

**APPENDIX F. 2050 TOTAL TRAFFIC OPERATIONS
ANALYSIS WORKSHEETS**

HCM 6th Signalized Intersection Summary
 1: QUEBEC & BUSINESS CENTER/PARK MEADOWS

Long-Term Total 2050
 Weekday AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖	↖↗	↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	152	175	219	448	198	247	167	584	622	359	1367	264
Future Volume (veh/h)	152	175	219	448	198	247	167	584	622	359	1367	264
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	169	194	243	498	220	274	186	649	691	399	1519	293
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	227	305	258	346	369	313	245	2534	787	320	2645	821
Arrive On Green	0.07	0.16	0.16	0.10	0.20	0.20	0.07	0.50	0.50	0.09	0.52	0.52
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	169	194	243	498	220	274	186	649	691	399	1519	293
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	6.5	13.1	20.5	13.5	14.4	22.6	7.1	9.9	52.6	12.5	27.6	14.8
Cycle Q Clear(g_c), s	6.5	13.1	20.5	13.5	14.4	22.6	7.1	9.9	52.6	12.5	27.6	14.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	227	305	258	346	369	313	245	2534	787	320	2645	821
V/C Ratio(X)	0.74	0.64	0.94	1.44	0.60	0.88	0.76	0.26	0.88	1.25	0.57	0.36
Avail Cap(c_a), veh/h	525	305	258	346	369	313	525	2534	787	320	2645	821
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.0	52.8	55.9	60.8	49.3	52.6	61.6	19.6	30.4	61.2	22.3	19.2
Incr Delay (d2), s/veh	4.8	3.4	39.6	214.3	1.8	22.4	4.8	0.2	13.3	134.6	0.9	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.4	10.6	16.5	25.8	11.3	16.4	5.9	7.2	30.3	18.4	16.6	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.8	56.1	95.5	275.0	51.1	75.0	66.4	19.9	43.7	195.8	23.2	20.4
LnGrp LOS	E	E	F	F	D	E	E	B	D	F	C	C
Approach Vol, veh/h		606			992			1526			2211	
Approach Delay, s/veh		74.9			170.1			36.3			54.0	
Approach LOS		E			F			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.0	73.0	18.0	27.0	14.1	75.9	13.4	31.6				
Change Period (Y+Rc), s	4.5	6.0	4.5	5.0	4.5	6.0	4.5	5.0				
Max Green Setting (Gmax), s	12.5	67.0	13.5	22.0	20.5	59.0	20.5	15.0				
Max Q Clear Time (g_c+I1), s	14.5	54.6	15.5	22.5	9.1	29.6	8.5	24.6				
Green Ext Time (p_c), s	0.0	9.1	0.0	0.0	0.4	23.6	0.4	0.0				

Intersection Summary

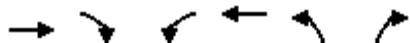
HCM 6th Ctrl Delay	72.9
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 2: ACRES GREEN & COUNTY LINE

Long-Term Total 2050
 Weekday AM



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↖	↑↑	↗	↖
Traffic Volume (veh/h)	1001	175	185	419	151	272
Future Volume (veh/h)	1001	175	185	419	151	272
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1112	194	206	466	168	302
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2208	985	346	2533	366	326
Arrive On Green	0.62	0.62	0.06	0.71	0.21	0.21
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	1112	194	206	466	168	302
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	23.3	7.1	5.4	5.9	11.2	25.2
Cycle Q Clear(g_c), s	23.3	7.1	5.4	5.9	11.2	25.2
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2208	985	346	2533	366	326
V/C Ratio(X)	0.50	0.20	0.60	0.18	0.46	0.93
Avail Cap(c_a), veh/h	2208	985	513	2533	449	399
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.1	11.0	11.8	6.4	47.0	52.6
Incr Delay (d2), s/veh	0.8	0.4	1.6	0.0	0.3	22.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	14.4	4.7	3.9	3.8	8.7	17.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.9	11.5	13.4	6.4	47.4	75.3
LnGrp LOS	B	B	B	A	D	E
Approach Vol, veh/h	1306			672	470	
Approach Delay, s/veh	14.4			8.6	65.3	
Approach LOS	B			A	E	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	22.4	89.9		102.2	32.8	
Change Period (Y+Rc), s	4.5	6.0		* 6	5.0	
Max Green Setting (Gmax), s	20.5	65.0		* 91	34.0	
Max Q Clear Time (g_c+1), s	17.4	25.3		7.9	27.2	
Green Ext Time (p_c), s	0.5	22.1		2.3	0.5	

Intersection Summary






















HCM 6th Ctrl Delay	22.6
HCM 6th LOS	C

Notes

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
























HCM 6th Signalized Intersection Summary
 3: ACRES GREEN & PARKWAY

Long-Term Total 2050
 Weekday AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	8	31	9	7	10	33	405	24	21	343	1
Future Volume (veh/h)	2	8	31	9	7	10	33	405	24	21	343	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	9	34	10	8	11	36	445	26	23	377	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	3	3	3	2	2	2	2	2	2
Cap, veh/h	533	162	138	538	61	84	287	1192	69	270	1287	3
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1393	1870	1585	1353	708	973	119	3136	181	87	3385	9
Grp Volume(v), veh/h	2	9	34	10	0	19	268	0	239	210	0	191
Grp Sat Flow(s),veh/h/ln	1393	1870	1585	1353	0	1680	1767	0	1669	1781	0	1700
Q Serve(g_s), s	0.0	0.1	0.3	0.1	0.0	0.2	0.0	0.0	1.8	0.0	0.0	1.3
Cycle Q Clear(g_c), s	0.2	0.1	0.3	0.2	0.0	0.2	1.7	0.0	1.8	1.3	0.0	1.3
Prop In Lane	1.00		1.00	1.00		0.58	0.13		0.11	0.11		0.01
Lane Grp Cap(c), veh/h	533	162	138	538	0	146	914	0	635	913	0	646
V/C Ratio(X)	0.00	0.06	0.25	0.02	0.00	0.13	0.29	0.00	0.38	0.23	0.00	0.29
Avail Cap(c_a), veh/h	1897	1994	1690	1863	0	1791	2063	0	1780	2067	0	1813
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.2	7.1	7.2	7.2	0.0	7.1	3.8	0.0	3.8	3.7	0.0	3.7
Incr Delay (d2), s/veh	0.0	0.1	0.9	0.0	0.0	0.4	0.2	0.0	0.4	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.2	0.0	0.0	0.1	0.1	0.0	0.1	0.1	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.2	7.2	8.1	7.2	0.0	7.5	4.0	0.0	4.2	3.8	0.0	3.9
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		45			29			507			401	
Approach Delay, s/veh		7.9			7.4			4.1			3.8	
Approach LOS		A			A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		10.9		6.0		10.9		6.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		3.8		2.3		3.3		2.2				
Green Ext Time (p_c), s		2.7		0.1		2.0		0.1				
Intersection Summary												
HCM 6th Ctrl Delay				4.2								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary
4: ACRES GREEN & PARK MEADOWS

Long-Term Total 2050
Weekday AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	312	95	15	270	161	167	145	13	231	74	76
Future Volume (veh/h)	152	312	95	15	270	161	167	145	13	231	74	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	155	318	97	15	276	164	170	148	13	236	76	78
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	3	3	3	2	2	2	2	2	2
Cap, veh/h	452	760	228	361	723	322	480	345	30	504	258	230
Arrive On Green	0.10	0.28	0.28	0.02	0.20	0.20	0.12	0.10	0.10	0.16	0.15	0.15
Sat Flow, veh/h	1781	2694	808	1767	3526	1572	1781	3308	288	1781	1777	1585
Grp Volume(v), veh/h	155	208	207	15	276	164	170	79	82	236	76	78
Grp Sat Flow(s),veh/h/ln	1781	1777	1725	1767	1763	1572	1781	1777	1819	1781	1777	1585
Q Serve(g_s), s	3.1	4.6	4.7	0.3	3.2	4.4	3.9	2.0	2.0	5.4	1.8	2.1
Cycle Q Clear(g_c), s	3.1	4.6	4.7	0.3	3.2	4.4	3.9	2.0	2.0	5.4	1.8	2.1
Prop In Lane	1.00		0.47	1.00		1.00	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	452	501	487	361	723	322	480	185	190	504	258	230
V/C Ratio(X)	0.34	0.41	0.43	0.04	0.38	0.51	0.35	0.43	0.43	0.47	0.29	0.34
Avail Cap(c_a), veh/h	708	1298	1260	568	2208	985	739	1187	1215	802	1298	1158
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.2	14.0	14.0	14.6	16.4	16.9	16.1	20.1	20.1	15.2	18.3	18.4
Incr Delay (d2), s/veh	0.4	0.8	0.8	0.0	0.5	1.8	0.4	1.5	1.6	0.7	0.6	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.9	3.0	3.0	0.2	2.2	2.8	2.6	1.5	1.5	3.6	1.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.6	14.8	14.9	14.6	16.9	18.7	16.6	21.7	21.7	15.8	18.9	19.3
LnGrp LOS	B	B	B	B	B	B	B	C	C	B	B	B
Approach Vol, veh/h		570			455			331			390	
Approach Delay, s/veh		14.2			17.5			19.1			17.1	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.4	19.5	10.0	13.0	9.1	15.8	12.0	11.0				
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0				
Max Green Setting (Gmax), s	6.5	35.0	12.5	35.0	11.5	30.0	15.5	32.0				
Max Q Clear Time (g_c+I1), s	2.3	6.7	5.9	4.1	5.1	6.4	7.4	4.0				
Green Ext Time (p_c), s	0.0	3.8	0.2	0.9	0.2	3.4	0.4	0.9				
Intersection Summary												
HCM 6th Ctrl Delay			16.6									
HCM 6th LOS			B									

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↗	
Traffic Vol, veh/h	453	14	26	429	11	19
Future Vol, veh/h	453	14	26	429	11	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	65	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	498	15	29	471	12	21

































Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	513	0	800 257
Stage 1	-	-	-	-	506 -
Stage 2	-	-	-	-	294 -
Critical Hdwy	-	-	4.14	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	-	-	2.22	-	3.52 3.32
Pot Cap-1 Maneuver	-	-	1049	-	322 742
Stage 1	-	-	-	-	571 -
Stage 2	-	-	-	-	730 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1049	-	313 742
Mov Cap-2 Maneuver	-	-	-	-	313 -
Stage 1	-	-	-	-	571 -
Stage 2	-	-	-	-	710 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	12.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	494	-	-	1049	-
HCM Lane V/C Ratio	0.067	-	-	0.027	-
HCM Control Delay (s)	12.8	-	-	8.5	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

HCM 6th Signalized Intersection Summary
6: YOSEMITE & PARK MEADOWS

Long-Term Total 2050
Weekday AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 			  		 	  	
Traffic Volume (veh/h)	109	206	154	65	222	414	169	681	48	339	423	82
Future Volume (veh/h)	109	206	154	65	222	414	169	681	48	339	423	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	114	215	160	68	231	431	176	709	50	353	441	85
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	164	942	420	118	895	399	201	2082	146	420	2227	691
Arrive On Green	0.05	0.27	0.27	0.03	0.25	0.25	0.11	0.43	0.43	0.12	0.44	0.44
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	1781	4871	342	3456	5106	1585
Grp Volume(v), veh/h	114	215	160	68	231	431	176	494	265	353	441	85
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1781	1702	1809	1728	1702	1585
Q Serve(g_s), s	4.4	6.4	11.1	2.6	7.0	34.0	13.1	13.1	13.3	13.5	7.2	4.3
Cycle Q Clear(g_c), s	4.4	6.4	11.1	2.6	7.0	34.0	13.1	13.1	13.3	13.5	7.2	4.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	164	942	420	118	895	399	201	1455	773	420	2227	691
V/C Ratio(X)	0.70	0.23	0.38	0.58	0.26	1.08	0.88	0.34	0.34	0.84	0.20	0.12
Avail Cap(c_a), veh/h	269	942	420	320	895	399	231	1455	773	653	2227	691
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.3	38.8	40.5	64.2	40.4	50.5	59.0	25.9	25.9	58.0	23.5	22.7
Incr Delay (d2), s/veh	5.2	0.1	0.6	4.4	0.2	68.0	26.9	0.6	1.2	5.9	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.7	5.1	7.9	2.2	5.6	29.8	11.9	9.4	10.0	10.3	5.4	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.6	38.9	41.1	68.6	40.6	118.5	85.9	26.5	27.1	63.9	23.7	23.0
LnGrp LOS	E	D	D	E	D	F	F	C	C	E	C	C
Approach Vol, veh/h		489			730			935			879	
Approach Delay, s/veh		46.6			89.2			37.9			39.8	
Approach LOS		D			F			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.9	63.2	9.1	41.8	19.7	64.4	10.9	40.0				
Change Period (Y+Rc), s	4.5	5.5	4.5	* 6	4.5	5.5	4.5	6.0				
Max Green Setting (Gmax), s	25.5	44.5	12.5	* 33	17.5	52.5	10.5	34.0				
Max Q Clear Time (g_c+I1), s	15.5	15.3	4.6	13.1	15.1	9.2	6.4	36.0				
Green Ext Time (p_c), s	0.9	5.5	0.1	1.8	0.1	3.7	0.1	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			52.2									
HCM 6th LOS			D									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary
 7: YOSEMITE & C470 OFF

Long-Term Total 2050
 Weekday AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	237	16	361	0	0	62	0	1184	32	30	487	0	
Future Volume (veh/h)	237	16	361	0	0	62	0	1184	32	30	487	0	
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No					No		No				
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0	
Adj Flow Rate, veh/h	261	0	380				0	1246	34	32	513	0	
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95	
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0	
Cap, veh/h	931	0	414				0	3037	83	356	3337	0	
Arrive On Green	0.26	0.00	0.26				0.00	1.00	1.00	0.05	1.00	0.00	
Sat Flow, veh/h	3563	0	1585				0	5278	139	1781	5274	0	
Grp Volume(v), veh/h	261	0	380				0	830	450	32	513	0	
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1702	1845	1781	1702	0	
Q Serve(g_s), s	7.9	0.0	31.4				0.0	0.0	0.0	0.9	0.0	0.0	
Cycle Q Clear(g_c), s	7.9	0.0	31.4				0.0	0.0	0.0	0.9	0.0	0.0	
Prop In Lane	1.00		1.00				0.00		0.08	1.00		0.00	
Lane Grp Cap(c), veh/h	931	0	414				0	2023	1097	356	3337	0	
V/C Ratio(X)	0.28	0.00	0.92				0.00	0.41	0.41	0.09	0.15	0.00	
Avail Cap(c_a), veh/h	1161	0	517				0	2023	1097	376	3337	0	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00	
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.97	0.97	0.00	
Uniform Delay (d), s/veh	39.7	0.0	48.4				0.0	0.0	0.0	8.9	0.0	0.0	
Incr Delay (d2), s/veh	0.2	0.0	18.8				0.0	0.6	1.1	0.1	0.1	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(95%),veh/ln	6.3	0.0	20.8				0.0	0.3	0.6	0.6	0.1	0.0	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	39.9	0.0	67.2				0.0	0.6	1.1	9.0	0.1	0.0	
LnGrp LOS	D	A	E				A	A	A	A	A	A	
Approach Vol, veh/h		641						1280			545		
Approach Delay, s/veh		56.1						0.8			0.6		
Approach LOS		E						A			A		
Timer - Assigned Phs	1	2	4	6									
Phs Duration (G+Y+Rc), s	8.0	85.7	41.3	93.7									
Change Period (Y+Rc), s	4.5	5.5	6.0	5.5									
Max Green Setting (Gmax), s	5.0	67.5	44.0	79.5									
Max Q Clear Time (g_c+I), s	12.5	2.0	33.4	2.0									
Green Ext Time (p_c), s	0.0	12.5	1.8	4.1									

Intersection Summary

HCM 6th Ctrl Delay	15.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 8: YOSEMITE & C470 ON/ PARK MEADOWS CENTER

Long-Term Total 2050
 Weekday AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↖↖	↖	↖↖	↖↖↖	↖	↖↖	↖↖↖	↖
Traffic Volume (veh/h)	0	0	0	157	25	29	319	708	397	24	338	32
Future Volume (veh/h)	0	0	0	157	25	29	319	708	397	24	338	32
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		No
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h				169	27	31	343	761	427	26	363	0
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				2	2	2	2	2	2	2	2	2
Cap, veh/h				201	402	179	1204	2650	822	617	2402	
Arrive On Green				0.11	0.11	0.11	0.12	0.87	0.87	0.02	0.47	0.00
Sat Flow, veh/h				1781	3554	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h				169	27	31	343	761	427	26	363	0
Grp Sat Flow(s),veh/h/ln				1781	1777	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s				12.6	0.9	2.4	6.8	3.6	8.8	0.5	5.5	0.0
Cycle Q Clear(g_c), s				12.6	0.9	2.4	6.8	3.6	8.8	0.5	5.5	0.0
Prop In Lane				1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h				201	402	179	1204	2650	822	617	2402	
V/C Ratio(X)				0.84	0.07	0.17	0.28	0.29	0.52	0.04	0.15	
Avail Cap(c_a), veh/h				508	1013	452	1455	2818	875	755	2402	
HCM Platoon Ratio				1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.94	0.94	0.94	1.00	1.00	0.00
Uniform Delay (d), s/veh				58.7	53.5	54.2	14.2	4.6	4.9	17.5	20.4	0.0
Incr Delay (d2), s/veh				9.0	0.1	0.5	0.1	0.1	0.5	0.0	0.1	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				10.2	0.8	1.8	4.5	2.0	3.7	0.4	4.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				67.6	53.6	54.6	14.3	4.6	5.4	17.5	20.5	0.0
LnGrp LOS				E	D	D	B	A	A	B	C	
Approach Vol, veh/h					227			1531			389	
Approach Delay, s/veh					64.2			7.0			20.3	
Approach LOS					E			A			C	
Timer - Assigned Phs	1	2		5	6		8					
Phs Duration (G+Y+Rc), s	7.6	74.6		14.2	68.0		19.8					
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5		4.5					
Max Green Setting (Gmax), s	3.5	74.5		19.5	63.5		38.5					
Max Q Clear Time (g_c+1), s	12.5	10.8		8.8	7.5		14.6					
Green Ext Time (p_c), s	0.0	8.8		0.9	2.8		0.7					

Intersection Summary

HCM 6th Ctrl Delay	15.5
HCM 6th LOS	B

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↑↑		↵	↑↑		↵	↵		↵	↵	
Traffic Vol, veh/h	30	357	1	1	436	37	1	1	1	23	1	18
Future Vol, veh/h	30	357	1	1	436	37	1	1	1	23	1	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	388	1	1	474	40	1	1	1	25	1	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	514	0	0	389	0	0	695	971	195	757	951	257
Stage 1	-	-	-	-	-	-	455	455	-	496	496	-
Stage 2	-	-	-	-	-	-	240	516	-	261	455	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1048	-	-	1166	-	-	329	251	814	297	258	742
Stage 1	-	-	-	-	-	-	554	567	-	524	544	-
Stage 2	-	-	-	-	-	-	742	533	-	721	567	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1048	-	-	1166	-	-	311	243	814	288	250	742
Mov Cap-2 Maneuver	-	-	-	-	-	-	311	243	-	288	250	-
Stage 1	-	-	-	-	-	-	537	549	-	508	543	-
Stage 2	-	-	-	-	-	-	720	532	-	696	549	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0	15.3	15
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	311	374	1048	-	-	1166	-	-	288	672
HCM Lane V/C Ratio	0.003	0.006	0.031	-	-	0.001	-	-	0.087	0.031
HCM Control Delay (s)	16.6	14.7	8.5	-	-	8.1	-	-	18.7	10.5
HCM Lane LOS	C	B	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0	0	0.1	-	-	0	-	-	0.3	0.1

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↑↑		↵	↑↑		↵	↵		↵	↵	
Traffic Vol, veh/h	14	366	1	1	418	11	1	1	1	43	1	55
Future Vol, veh/h	14	366	1	1	418	11	1	1	1	43	1	55
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	398	1	1	454	12	1	1	1	47	1	60

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	466	0	0	399	0	0	659	897	200	692	891	233
Stage 1	-	-	-	-	-	-	429	429	-	462	462	-
Stage 2	-	-	-	-	-	-	230	468	-	230	429	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1092	-	-	1156	-	-	349	278	808	330	280	769
Stage 1	-	-	-	-	-	-	574	582	-	549	563	-
Stage 2	-	-	-	-	-	-	752	560	-	752	582	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1092	-	-	1156	-	-	317	274	808	325	276	769
Mov Cap-2 Maneuver	-	-	-	-	-	-	317	274	-	325	276	-
Stage 1	-	-	-	-	-	-	566	574	-	541	562	-
Stage 2	-	-	-	-	-	-	692	559	-	739	574	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0	14.7	13.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	317	409	1092	-	-	1156	-	-	325	745
HCM Lane V/C Ratio	0.003	0.005	0.014	-	-	0.001	-	-	0.144	0.082
HCM Control Delay (s)	16.4	13.8	8.3	-	-	8.1	-	-	17.9	10.3
HCM Lane LOS	C	B	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0	0	0	-	-	0	-	-	0.5	0.3

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗		↖	↗		↖	↗	
Traffic Vol, veh/h	10	399	1	1	392	17	1	1	1	64	1	37
Future Vol, veh/h	10	399	1	1	392	17	1	1	1	64	1	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	434	1	1	426	18	1	1	1	70	1	40

Major/Minor	Major1		Major2		Minor1			Minor2				
Conflicting Flow All	444	0	0	435	0	0	673	903	218	677	894	222
Stage 1	-	-	-	-	-	-	457	457	-	437	437	-
Stage 2	-	-	-	-	-	-	216	446	-	240	457	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1112	-	-	1121	-	-	341	276	786	339	279	782
Stage 1	-	-	-	-	-	-	553	566	-	568	578	-
Stage 2	-	-	-	-	-	-	766	572	-	742	566	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1112	-	-	1121	-	-	320	273	786	335	276	782
Mov Cap-2 Maneuver	-	-	-	-	-	-	320	273	-	335	276	-
Stage 1	-	-	-	-	-	-	547	560	-	562	577	-
Stage 2	-	-	-	-	-	-	725	571	-	732	560	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0	14.7	15.4
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	320	405	1112	-	-	1121	-	-	335	746
HCM Lane V/C Ratio	0.003	0.005	0.01	-	-	0.001	-	-	0.208	0.055
HCM Control Delay (s)	16.3	13.9	8.3	-	-	8.2	-	-	18.5	10.1
HCM Lane LOS	C	B	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0	0	0	-	-	0	-	-	0.8	0.2

HCM 6th Signalized Intersection Summary
 12: PARK MEADOWS & DRIVEWAY D

Long-Term Total 2050
 Weekday AM



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↕	↑↑	↑↑		↕	↕
Traffic Volume (veh/h)	27	436	392	38	20	17
Future Volume (veh/h)	27	436	392	38	20	17
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	29	474	426	41	22	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	565	1222	1127	108	417	371
Arrive On Green	0.34	0.34	0.34	0.34	0.23	0.23
Sat Flow, veh/h	926	3647	3370	314	1781	1585
Grp Volume(v), veh/h	29	474	230	237	22	18
Grp Sat Flow(s),veh/h/ln	926	1777	1777	1814	1781	1585
Q Serve(g_s), s	0.5	2.2	2.1	2.1	0.2	0.2
Cycle Q Clear(g_c), s	2.6	2.2	2.1	2.1	0.2	0.2
Prop In Lane	1.00			0.17	1.00	1.00
Lane Grp Cap(c), veh/h	565	1222	611	624	417	371
V/C Ratio(X)	0.05	0.39	0.38	0.38	0.05	0.05
Avail Cap(c_a), veh/h	1027	2998	1499	1530	1503	1337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.3	5.3	5.3	5.3	6.3	6.3
Incr Delay (d2), s/veh	0.0	0.2	0.4	0.4	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	0.5	0.6	0.6	0.1	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	6.3	5.5	5.7	5.7	6.4	6.4
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h		503	467		40	
Approach Delay, s/veh		5.5	5.7		6.4	
Approach LOS		A	A		A	
Timer - Assigned Phs				4	6	8
Phs Duration (G+Y+Rc), s				11.8	9.5	11.8
Change Period (Y+Rc), s				4.5	4.5	4.5
Max Green Setting (Gmax), s				18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s				4.6	2.2	4.1
Green Ext Time (p_c), s				2.7	0.1	2.3
Intersection Summary						
HCM 6th Ctrl Delay			5.6			
HCM 6th LOS			A			

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑↑	↑↑↑	↗
Traffic Vol, veh/h	0	6	0	1542	1075	13
Future Vol, veh/h	0	6	0	1542	1075	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	7	0	1676	1168	14

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	584	-	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-
Pot Cap-1 Maneuver	0	390	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	390	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 390	-	-
HCM Lane V/C Ratio	- 0.017	-	-
HCM Control Delay (s)	- 14.4	-	-
HCM Lane LOS	- B	-	-
HCM 95th %tile Q(veh)	- 0.1	-	-

HCM 6th Signalized Intersection Summary
 1: QUEBEC & BUSINESS CENTER/PARK MEADOWS

Long-Term Total 2050
 Saturday Noon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖	↖↗	↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	406	1195	348	255	1505	406	551	216	242	543	220	465
Future Volume (veh/h)	406	1195	348	255	1505	406	551	216	242	543	220	465
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	451	1328	387	283	1672	451	612	240	269	603	244	517
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	511	458	388	357	374	317	274	1498	465	663	2074	644
Arrive On Green	0.15	0.24	0.24	0.10	0.20	0.20	0.08	0.29	0.29	0.19	0.41	0.41
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	451	1328	387	283	1672	451	612	240	269	603	244	517
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	15.3	29.4	29.3	9.6	24.0	24.0	9.5	4.2	17.3	20.5	3.6	34.5
Cycle Q Clear(g_c), s	15.3	29.4	29.3	9.6	24.0	24.0	9.5	4.2	17.3	20.5	3.6	34.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	511	458	388	357	374	317	274	1498	465	663	2074	644
V/C Ratio(X)	0.88	2.90	1.00	0.79	4.47	1.42	2.24	0.16	0.58	0.91	0.12	0.80
Avail Cap(c_a), veh/h	562	458	388	706	374	317	274	1498	465	706	2074	644
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.1	45.3	45.3	52.6	48.0	48.0	55.3	31.4	36.1	47.5	22.2	31.4
Incr Delay (d2), s/veh	14.3	861.6	45.0	4.0	1567.6	207.7	568.3	0.2	5.2	15.2	0.1	10.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.2	192.3	22.9	7.8	264.7	42.6	40.9	3.2	11.8	15.4	2.6	21.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.4	906.9	90.3	56.6	1615.6	255.7	623.6	31.7	41.2	62.7	22.3	41.6
LnGrp LOS	E	F	F	E	F	F	F	C	D	E	C	D
Approach Vol, veh/h		2166			2406			1121			1364	
Approach Delay, s/veh		585.6			1177.3			357.1			47.5	
Approach LOS		F			F			F			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	27.5	41.2	16.9	34.4	14.0	54.7	22.3	29.0				
Change Period (Y+Rc), s	4.5	6.0	4.5	5.0	4.5	6.0	4.5	5.0				
Max Green Setting (Gmax), s	24.5	32.0	24.5	19.0	9.5	47.0	19.5	24.0				
Max Q Clear Time (g_c+I1), s	22.5	19.3	11.6	31.4	11.5	36.5	17.3	26.0				
Green Ext Time (p_c), s	0.5	3.7	0.8	0.0	0.0	4.9	0.4	0.0				

Intersection Summary

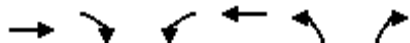
HCM 6th Ctrl Delay	647.0
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 2: ACRES GREEN & COUNTY LINE

Long-Term Total 2050
 Saturday Noon



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↖	↑↑	↖	↗
Traffic Volume (veh/h)	1221	183	296	1063	192	294
Future Volume (veh/h)	1221	183	296	1063	192	294
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1357	203	329	1181	213	327
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1919	856	363	2488	371	330
Arrive On Green	0.54	0.54	0.12	0.70	0.21	0.21
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	1357	203	329	1181	213	327
Grp Sat Flow(s),veh/h/ln1777	1585	1781	1777	1781	1585	
Q Serve(g_s), s	34.1	8.1	11.9	17.9	12.9	24.7
Cycle Q Clear(g_c), s	34.1	8.1	11.9	17.9	12.9	24.7
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1919	856	363	2488	371	330
V/C Ratio(X)	0.71	0.24	0.91	0.47	0.57	0.99
Avail Cap(c_a), veh/h	1919	856	527	2517	371	330
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.5	14.6	28.0	8.1	42.7	47.4
Incr Delay (d2), s/veh	2.2	0.7	14.7	0.1	1.4	46.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	20.5	5.5	16.5	10.4	9.8	20.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.8	15.2	42.6	8.1	44.1	94.1
LnGrp LOS	C	B	D	A	D	F
Approach Vol, veh/h	1560			1510	540	
Approach Delay, s/veh	21.8			15.7	74.4	
Approach LOS	C			B	E	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	19.2	70.8			90.0	30.0
Change Period (Y+Rc), s	4.5	6.0			* 6	5.0
Max Green Setting (Gmax), s	25.8	53.7			* 85	25.0
Max Q Clear Time (g_c+11), s	11.9	36.1			19.9	26.7
Green Ext Time (p_c), s	0.8	14.3			7.4	0.0

Intersection Summary

HCM 6th Ctrl Delay		27.1	
HCM 6th LOS		C	

Notes

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

HCM 6th Signalized Intersection Summary
 3: ACRES GREEN & PARKWAY
























Long-Term Total 2050
 Saturday Noon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	31	82	120	51	56	38	421	106	32	416	53
Future Volume (veh/h)	19	31	82	120	51	56	38	421	106	32	416	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	34	90	132	56	62	42	463	116	35	457	58
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	3	3	3	2	2	2	2	2	2
Cap, veh/h	527	407	345	579	175	194	224	979	239	218	1104	137
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1274	1870	1585	1257	805	891	109	2594	634	97	2925	364
Grp Volume(v), veh/h	21	34	90	132	0	118	331	0	290	289	0	261
Grp Sat Flow(s),veh/h/ln	1274	1870	1585	1257	0	1695	1749	0	1588	1750	0	1637
Q Serve(g_s), s	0.3	0.3	1.0	2.1	0.0	1.3	0.0	0.0	3.1	0.0	0.0	2.6
Cycle Q Clear(g_c), s	1.6	0.3	1.0	2.4	0.0	1.3	3.0	0.0	3.1	2.5	0.0	2.6
Prop In Lane	1.00		1.00	1.00		0.53	0.13		0.40	0.12		0.22
Lane Grp Cap(c), veh/h	527	407	345	579	0	369	843	0	599	842	0	617
V/C Ratio(X)	0.04	0.08	0.26	0.23	0.00	0.32	0.39	0.00	0.48	0.34	0.00	0.42
Avail Cap(c_a), veh/h	1282	1516	1285	1325	0	1374	1553	0	1287	1547	0	1326
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.0	6.9	7.2	7.9	0.0	7.3	5.2	0.0	5.3	5.1	0.0	5.1
Incr Delay (d2), s/veh	0.0	0.1	0.4	0.2	0.0	0.5	0.3	0.0	0.6	0.2	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	0.1	0.4	0.6	0.0	0.5	0.8	0.0	0.8	0.7	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.0	7.0	7.6	8.1	0.0	7.8	5.5	0.0	5.9	5.3	0.0	5.6
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		145			250			621			550	
Approach Delay, s/veh		7.5			8.0			5.7			5.5	
Approach LOS		A			A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		12.9		9.3		12.9		9.3				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		5.1		3.6		4.6		4.4				
Green Ext Time (p_c), s		3.3		0.4		2.9		0.9				
Intersection Summary												
HCM 6th Ctrl Delay				6.1								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary
4: ACRES GREEN & PARK MEADOWS

Long-Term Total 2050
Saturday Noon

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	227	490	86	13	457	268	101	77	11	249	87	285
Future Volume (veh/h)	227	490	86	13	457	268	101	77	11	249	87	285
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	232	500	88	13	466	273	103	79	11	254	89	291
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	3	3	3	2	2	2	2	2	2
Cap, veh/h	431	1115	195	335	931	415	292	502	68	544	423	377
Arrive On Green	0.12	0.37	0.37	0.02	0.26	0.26	0.07	0.16	0.16	0.14	0.24	0.24
Sat Flow, veh/h	1781	3022	529	1767	3526	1572	1781	3141	429	1781	1777	1585
Grp Volume(v), veh/h	232	293	295	13	466	273	103	44	46	254	89	291
Grp Sat Flow(s),veh/h/ln	1781	1777	1775	1767	1763	1572	1781	1777	1793	1781	1777	1585
Q Serve(g_s), s	5.9	8.4	8.5	0.4	7.6	10.5	3.2	1.4	1.5	7.5	2.7	11.6
Cycle Q Clear(g_c), s	5.9	8.4	8.5	0.4	7.6	10.5	3.2	1.4	1.5	7.5	2.7	11.6
Prop In Lane	1.00		0.30	1.00		1.00	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	431	656	655	335	931	415	292	284	286	544	423	377
V/C Ratio(X)	0.54	0.45	0.45	0.04	0.50	0.66	0.35	0.16	0.16	0.47	0.21	0.77
Avail Cap(c_a), veh/h	598	1025	1024	450	1564	698	345	762	769	695	999	891
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.3	16.1	16.1	17.7	21.1	22.2	21.8	24.5	24.5	17.6	20.7	24.0
Incr Delay (d2), s/veh	1.0	0.7	0.7	0.0	0.6	2.5	0.7	0.3	0.3	0.6	0.2	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.1	5.9	5.9	0.3	5.4	7.0	2.4	1.1	1.1	5.3	2.0	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.4	16.8	16.8	17.7	21.7	24.7	22.5	24.7	24.8	18.2	20.9	27.4
LnGrp LOS	B	B	B	B	C	C	C	C	C	B	C	C
Approach Vol, veh/h		820			752			193			634	
Approach Delay, s/veh		16.4			22.7			23.6			22.8	
Approach LOS		B			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.6	30.9	9.0	22.1	12.7	23.8	14.3	16.8				
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0				
Max Green Setting (Gmax), s	5.5	39.0	6.5	38.0	14.5	30.0	15.5	29.0				
Max Q Clear Time (g_c+I1), s	2.4	10.5	5.2	13.6	7.9	12.5	9.5	3.5				
Green Ext Time (p_c), s	0.0	5.6	0.0	2.5	0.4	5.4	0.4	0.4				
Intersection Summary												
HCM 6th Ctrl Delay				20.7								
HCM 6th LOS				C								

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	747	18	40	764	13	41
Future Vol, veh/h	747	18	40	764	13	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	65	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	821	20	44	840	14	45

































Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	841	0	1339	421
Stage 1	-	-	-	-	831	-
Stage 2	-	-	-	-	508	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	790	-	144	581
Stage 1	-	-	-	-	388	-
Stage 2	-	-	-	-	569	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	790	-	136	581
Mov Cap-2 Maneuver	-	-	-	-	136	-
Stage 1	-	-	-	-	388	-
Stage 2	-	-	-	-	537	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	18.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	325	-	-	790	-
HCM Lane V/C Ratio	0.183	-	-	0.056	-
HCM Control Delay (s)	18.5	-	-	9.8	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.7	-	-	0.2	-

HCM 6th Signalized Intersection Summary
6: YOSEMITE & PARK MEADOWS

Long-Term Total 2050
Saturday Noon

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 			  		 	  	
Traffic Volume (veh/h)	300	293	211	62	220	420	276	652	31	313	819	316
Future Volume (veh/h)	300	293	211	62	220	420	276	652	31	313	819	316
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	312	305	220	65	229	438	288	679	32	326	853	329
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	173	1086	484	136	1048	467	235	1787	84	384	1721	534
Arrive On Green	0.05	0.31	0.31	0.04	0.29	0.29	0.13	0.36	0.36	0.11	0.34	0.34
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	1781	4998	235	3456	5106	1585
Grp Volume(v), veh/h	312	305	220	65	229	438	288	462	249	326	853	329
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1781	1702	1828	1728	1702	1585
Q Serve(g_s), s	5.5	7.2	12.3	2.0	5.3	29.6	14.5	11.1	11.2	10.2	14.6	19.1
Cycle Q Clear(g_c), s	5.5	7.2	12.3	2.0	5.3	29.6	14.5	11.1	11.2	10.2	14.6	19.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	173	1086	484	136	1048	467	235	1218	654	384	1721	534
V/C Ratio(X)	1.81	0.28	0.45	0.48	0.22	0.94	1.23	0.38	0.38	0.85	0.50	0.62
Avail Cap(c_a), veh/h	173	1115	497	173	1098	490	235	1218	654	393	1721	534
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.3	29.0	30.8	51.7	29.2	37.8	47.8	26.3	26.3	48.0	29.0	30.5
Incr Delay (d2), s/veh	384.6	0.1	0.7	2.6	0.1	25.3	133.6	0.9	1.7	15.7	1.0	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	19.5	5.5	8.4	1.7	4.1	20.8	23.4	8.1	8.9	8.9	10.1	12.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	436.8	29.2	31.5	54.4	29.3	63.1	181.4	27.2	28.0	63.7	30.0	35.8
LnGrp LOS	F	C	C	D	C	E	F	C	C	E	C	D
Approach Vol, veh/h		837			732			999			1508	
Approach Delay, s/veh		181.7			51.8			71.8			38.6	
Approach LOS		F			D			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.7	44.8	8.8	39.6	19.0	42.6	10.0	38.4				
Change Period (Y+Rc), s	4.5	5.5	4.5	* 6	4.5	5.5	4.5	6.0				
Max Green Setting (Gmax), s	12.5	37.5	5.5	* 35	14.5	35.5	5.5	34.0				
Max Q Clear Time (g_c+I1), s	12.2	13.2	4.0	14.3	16.5	21.1	7.5	31.6				
Green Ext Time (p_c), s	0.0	4.9	0.0	2.7	0.0	6.2	0.0	0.8				

Intersection Summary

HCM 6th Ctrl Delay	78.5
HCM 6th LOS	E

Notes

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

HCM 6th Signalized Intersection Summary
 7: YOSEMITE & C470 OFF

Long-Term Total 2050
 Saturday Noon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	949	11	265	0	0	50	0	1356	17	27	1194	0	
Future Volume (veh/h)	949	11	265	0	0	50	0	1356	17	27	1194	0	
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No						No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0	
Adj Flow Rate, veh/h	1008	0	279				0	1427	18	28	1257	0	
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95	
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0	
Cap, veh/h	1103	0	491				0	2696	34	211	2992	0	
Arrive On Green	0.31	0.00	0.31				0.00	0.17	0.17	0.03	0.59	0.00	
Sat Flow, veh/h	3563	0	1585				0	5365	66	1781	5274	0	
Grp Volume(v), veh/h	1008	0	279				0	935	510	28	1257	0	
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1702	1859	1781	1702	0	
Q Serve(g_s), s	30.0	0.0	16.2				0.0	27.5	27.5	0.8	14.9	0.0	
Cycle Q Clear(g_c), s	30.0	0.0	16.2				0.0	27.5	27.5	0.8	14.9	0.0	
Prop In Lane	1.00		1.00				0.00		0.04	1.00		0.00	
Lane Grp Cap(c), veh/h	1103	0	491				0	1766	964	211	2992	0	
V/C Ratio(X)	0.91	0.00	0.57				0.00	0.53	0.53	0.13	0.42	0.00	
Avail Cap(c_a), veh/h	1166	0	519				0	1766	964	246	2992	0	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.83	0.83	0.00	
Uniform Delay (d), s/veh	36.6	0.0	31.8				0.0	33.3	33.3	15.0	12.5	0.0	
Incr Delay (d2), s/veh	10.7	0.0	1.3				0.0	1.1	2.1	0.2	0.4	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(95%),veh/ln	20.7	0.0	10.5				0.0	18.7	20.4	0.6	9.0	0.0	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	47.3	0.0	33.1				0.0	34.5	35.4	15.2	12.9	0.0	
LnGrp LOS	D	A	C				A	C	D	B	B	A	
Approach Vol, veh/h		1287						1445			1285		
Approach Delay, s/veh		44.2						34.8			12.9		
Approach LOS		D						C			B		
Timer - Assigned Phs	1	2	4	6									
Phs Duration (G+Y+Rc), s	7.4	62.6	40.1	69.9									
Change Period (Y+Rc), s	4.5	5.5	6.0	5.5									
Max Green Setting (Gmax), s	5.0	50.5	36.0	62.5									
Max Q Clear Time (g_c+I), s	12.8	29.5	32.0	16.9									
Green Ext Time (p_c), s	0.0	10.5	2.1	12.6									

Intersection Summary

HCM 6th Ctrl Delay	30.8
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 8: YOSEMITE & C470 ON/ PARK MEADOWS CENTER

Long-Term Total 2050
 Saturday Noon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↘	↕	↗	↘	↕	↗	↘	↕	↗
Traffic Volume (veh/h)	0	0	0	459	375	269	299	1230	827	289	761	349
Future Volume (veh/h)	0	0	0	459	375	269	299	1230	827	289	761	349
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		No
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h				494	403	289	322	1323	889	311	818	0
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				2	2	2	2	2	2	2	2	2
Cap, veh/h				549	1096	489	870	2419	751	497	2261	
Arrive On Green				0.31	0.31	0.31	0.20	0.95	0.95	0.08	0.44	0.00
Sat Flow, veh/h				1781	3554	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h				494	403	289	322	1323	889	311	818	0
Grp Sat Flow(s),veh/h/ln				1781	1777	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s				29.2	9.7	17.0	0.0	3.1	52.1	6.3	11.7	0.0
Cycle Q Clear(g_c), s				29.2	9.7	17.0	0.0	3.1	52.1	6.3	11.7	0.0
Prop In Lane				1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h				549	1096	489	870	2419	751	497	2261	
V/C Ratio(X)				0.90	0.37	0.59	0.37	0.55	1.18	0.63	0.36	
Avail Cap(c_a), veh/h				623	1244	555	870	2419	751	530	2261	
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.71	0.71	0.71	1.00	1.00	0.00
Uniform Delay (d), s/veh				36.4	29.7	32.2	22.2	1.6	2.9	21.5	20.3	0.0
Incr Delay (d2), s/veh				14.4	0.2	1.0	0.2	0.6	92.4	2.1	0.5	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				21.0	7.5	10.8	5.1	1.3	29.8	4.8	8.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				50.9	29.8	33.2	22.4	2.2	95.3	23.6	20.8	0.0
LnGrp LOS				D	C	C	C	A	F	C	C	
Approach Vol, veh/h					1186			2534			1129	
Approach Delay, s/veh					39.4			37.5			21.6	
Approach LOS					D			D			C	
Timer - Assigned Phs	1	2		5	6		8					
Phs Duration (G+Y+Rc), s	30.0	57.6		16.4	54.2		39.4					
Change Period (Y+Rc), s	4.5	5.5		5.5	* 5.5		5.5					
Max Green Setting (Gmax), s	5	46.5		7.3	* 49		38.5					
Max Q Clear Time (g_c+1), s	10.3	54.1		2.0	13.7		31.2					
Green Ext Time (p_c), s	0.1	0.0		0.5	6.7		2.7					

Intersection Summary

HCM 6th Ctrl Delay	34.2
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection												
Int Delay, s/veh	13.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↑↑		↵	↑↑		↵	↑		↵	↑	
Traffic Vol, veh/h	97	596	1	1	586	123	1	1	1	113	1	88
Future Vol, veh/h	97	596	1	1	586	123	1	1	1	113	1	88
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	105	648	1	1	637	134	1	1	1	123	1	96

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	771	0	0	649	0	0	1180	1632	325	1241	1565	386
Stage 1	-	-	-	-	-	-	859	859	-	706	706	-
Stage 2	-	-	-	-	-	-	321	773	-	535	859	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	840	-	-	933	-	-	146	100	671	131	110	612
Stage 1	-	-	-	-	-	-	317	371	-	393	437	-
Stage 2	-	-	-	-	-	-	665	407	-	497	371	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	840	-	-	933	-	-	110	87	671	~ 117	96	612
Mov Cap-2 Maneuver	-	-	-	-	-	-	110	87	-	~ 117	96	-
Stage 1	-	-	-	-	-	-	277	325	-	344	437	-
Stage 2	-	-	-	-	-	-	559	407	-	433	325	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.4			0			31.8			99.5		
HCM LOS							D			F		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	110	154	840	-	-	933	-	-	117	577
HCM Lane V/C Ratio	0.01	0.014	0.126	-	-	0.001	-	-	1.05	0.168
HCM Control Delay (s)	38.1	28.7	9.9	-	-	8.9	-	-	168.1	12.5
HCM Lane LOS		E	D	A	-	A	-	-	F	B
HCM 95th %tile Q(veh)		0	0	0.4	-	0	-	-	7.2	0.6

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑↑		↙	↑↑		↙	↘		↙	↘	
Traffic Vol, veh/h	28	681	1	1	681	22	1	1	1	23	1	28
Future Vol, veh/h	28	681	1	1	681	22	1	1	1	23	1	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	740	1	1	740	24	1	1	1	25	1	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	764	0	0	741	0	0	1174	1567	371	1185	1555	382
Stage 1	-	-	-	-	-	-	801	801	-	754	754	-
Stage 2	-	-	-	-	-	-	373	766	-	431	801	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	845	-	-	862	-	-	147	110	626	144	112	616
Stage 1	-	-	-	-	-	-	344	395	-	367	415	-
Stage 2	-	-	-	-	-	-	620	410	-	573	395	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	845	-	-	862	-	-	135	106	626	139	108	616
Mov Cap-2 Maneuver	-	-	-	-	-	-	135	106	-	139	108	-
Stage 1	-	-	-	-	-	-	332	381	-	354	415	-
Stage 2	-	-	-	-	-	-	587	410	-	550	381	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0			27.4			22.9		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	135	181	845	-	-	862	-	-	139	530
HCM Lane V/C Ratio	0.008	0.012	0.036	-	-	0.001	-	-	0.18	0.059
HCM Control Delay (s)	31.9	25.1	9.4	-	-	9.2	-	-	36.5	12.2
HCM Lane LOS		D	D	A	-	-	A	-	E	B
HCM 95th %tile Q(veh)		0	0	0.1	-	-	0	-	0.6	0.2

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗		↖	↗		↖	↗	
Traffic Vol, veh/h	18	686	1	1	685	32	1	1	1	34	1	18
Future Vol, veh/h	18	686	1	1	685	32	1	1	1	34	1	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	746	1	1	745	35	1	1	1	37	1	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	780	0	0	747	0	0	1162	1569	374	1179	1552	390
Stage 1	-	-	-	-	-	-	787	787	-	765	765	-
Stage 2	-	-	-	-	-	-	375	782	-	414	787	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	833	-	-	857	-	-	150	110	623	146	112	609
Stage 1	-	-	-	-	-	-	351	401	-	362	410	-
Stage 2	-	-	-	-	-	-	618	403	-	586	401	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	833	-	-	857	-	-	141	107	623	142	109	609
Mov Cap-2 Maneuver	-	-	-	-	-	-	141	107	-	142	109	-
Stage 1	-	-	-	-	-	-	343	391	-	353	410	-
Stage 2	-	-	-	-	-	-	596	403	-	569	391	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0			26.8			29.6		
HCM LOS							D			D		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	141	183	833	-	-	857	-	-	142	491
HCM Lane V/C Ratio	0.008	0.012	0.023	-	-	0.001	-	-	0.26	0.042
HCM Control Delay (s)	30.7	24.9	9.4	-	-	9.2	-	-	39	12.7
HCM Lane LOS	D	C	A	-	-	A	-	-	E	B
HCM 95th %tile Q(veh)	0	0	0.1	-	-	0	-	-	1	0.1

HCM 6th Signalized Intersection Summary
 12: PARK MEADOWS & DRIVEWAY D

Long-Term Total 2050
 Saturday Noon



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	109	611	599	163	139	118
Future Volume (veh/h)	109	611	599	163	139	118
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	118	664	651	177	151	128
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	483	1748	1359	369	323	288
Arrive On Green	0.49	0.49	0.49	0.49	0.18	0.18
Sat Flow, veh/h	662	3647	2856	750	1781	1585
Grp Volume(v), veh/h	118	664	419	409	151	128
Grp Sat Flow(s),veh/h/ln	662	1777	1777	1735	1781	1585
Q Serve(g_s), s	4.0	3.2	4.3	4.3	2.1	2.0
Cycle Q Clear(g_c), s	8.3	3.2	4.3	4.3	2.1	2.0
Prop In Lane	1.00			0.43	1.00	1.00
Lane Grp Cap(c), veh/h	483	1748	874	854	323	288
V/C Ratio(X)	0.24	0.38	0.48	0.48	0.47	0.45
Avail Cap(c_a), veh/h	590	2321	1161	1134	1164	1035
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.4	4.4	4.7	4.7	10.1	10.0
Incr Delay (d2), s/veh	0.3	0.1	0.4	0.4	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	0.8	1.2	1.1	1.2	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.7	4.5	5.1	5.1	11.1	11.1
LnGrp LOS	A	A	A	A	B	B
Approach Vol, veh/h		782	828		279	
Approach Delay, s/veh		5.0	5.1		11.1	
Approach LOS		A	A		B	
Timer - Assigned Phs				4	6	8
Phs Duration (G+Y+Rc), s				18.1	9.5	18.1
Change Period (Y+Rc), s				4.5	4.5	4.5
Max Green Setting (Gmax), s				18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s				10.3	4.1	6.3
Green Ext Time (p_c), s				3.3	0.7	4.2
Intersection Summary						
HCM 6th Ctrl Delay			5.9			
HCM 6th LOS			A			

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑↑	↑↑↑	↗
Traffic Vol, veh/h	0	41	0	1330	1363	52
Future Vol, veh/h	0	41	0	1330	1363	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	45	0	1446	1482	57

































Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	741	-	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-
Pot Cap-1 Maneuver	0	308	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	308	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	308	-	-
HCM Lane V/C Ratio	-	0.145	-	-
HCM Control Delay (s)	-	18.7	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.5	-	-

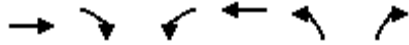
HCM 6th Signalized Intersection Summary
 1: QUEBEC & BUSINESS CENTER/PARK MEADOWS

Long-Term Total 2050
 Weekday PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 			 			 	  		 	  	
Traffic Volume (veh/h)	430	159	360	468	180	170	293	1324	367	166	942	301
Future Volume (veh/h)	430	159	360	468	180	170	293	1324	367	166	942	301
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	439	162	367	478	184	173	299	1351	374	169	961	307
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	490	401	340	538	427	362	222	2124	659	221	2122	659
Arrive On Green	0.14	0.21	0.21	0.16	0.23	0.23	0.06	0.42	0.42	0.06	0.42	0.42
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	439	162	367	478	184	173	299	1351	374	169	961	307
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	17.5	10.4	30.0	19.0	11.8	13.2	9.0	29.4	25.2	6.7	19.0	19.7
Cycle Q Clear(g_c), s	17.5	10.4	30.0	19.0	11.8	13.2	9.0	29.4	25.2	6.7	19.0	19.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	490	401	340	538	427	362	222	2124	659	221	2122	659
V/C Ratio(X)	0.90	0.40	1.08	0.89	0.43	0.48	1.35	0.64	0.57	0.77	0.45	0.47
Avail Cap(c_a), veh/h	568	401	340	864	561	476	222	2124	659	494	2122	659
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.1	47.3	55.0	57.9	46.2	46.8	65.5	32.5	31.2	64.5	29.4	29.6
Incr Delay (d2), s/veh	14.2	0.2	72.0	4.3	0.3	0.4	182.5	1.5	3.5	2.1	0.7	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.4	8.6	27.0	13.4	9.4	9.1	16.0	18.2	15.6	5.5	12.6	12.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.2	47.6	127.0	62.2	46.5	47.2	248.0	33.9	34.8	66.6	30.1	32.0
LnGrp LOS	E	D	F	E	D	D	F	C	C	E	C	C
Approach Vol, veh/h		968			835			2024			1437	
Approach Delay, s/veh		89.3			55.6			65.7			34.8	
Approach LOS		F			E			E			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.9	64.2	26.8	35.0	14.0	64.2	24.8	37.0				
Change Period (Y+Rc), s	5.0	6.0	5.0	5.0	5.0	6.0	5.0	5.0				
Max Green Setting (Gmax), s	20.0	34.0	35.0	30.0	9.0	45.0	23.0	42.0				
Max Q Clear Time (g_c+I1), s	8.7	31.4	21.0	32.0	11.0	21.7	19.5	15.2				
Green Ext Time (p_c), s	0.2	2.4	0.8	0.0	0.0	14.5	0.4	1.0				
Intersection Summary												
HCM 6th Ctrl Delay			60.0									
HCM 6th LOS			E									

HCM 6th Signalized Intersection Summary
 2: ACRES GREEN & COUNTY LINE

Long-Term Total 2050
 Weekday PM



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↖	↑↑	↖	↖
Traffic Volume (veh/h)	818	240	465	1221	310	315
Future Volume (veh/h)	818	240	465	1221	310	315
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	843	247	479	1259	320	325
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1667	743	512	2386	471	419
Arrive On Green	0.47	0.47	0.17	0.67	0.26	0.26
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	843	247	479	1259	320	325
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	23.1	13.7	20.3	25.2	22.6	26.6
Cycle Q Clear(g_c), s	23.1	13.7	20.3	25.2	22.6	26.6
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1667	743	512	2386	471	419
V/C Ratio(X)	0.51	0.33	0.94	0.53	0.68	0.78
Avail Cap(c_a), veh/h	1667	743	788	2386	471	419
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.9	23.4	24.1	11.7	46.2	47.7
Incr Delay (d2), s/veh	1.1	1.2	13.5	0.1	7.7	13.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	15.3	9.3	15.3	14.8	16.5	17.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	27.0	24.6	37.5	11.8	53.9	60.8
LnGrp LOS	C	C	D	B	D	E
Approach Vol, veh/h	1090			1738	645	
Approach Delay, s/veh	26.4			18.9	57.4	
Approach LOS	C			B	E	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	28.3	70.7			99.0	41.0
Change Period (Y+Rc), s	4.5	* 5			5.0	4.0
Max Green Setting (Gmax), s	45.5	* 45			94.0	37.0
Max Q Clear Time (g_c+Q), s	22.3	25.1			27.2	28.6
Green Ext Time (p_c), s	1.5	3.4			8.2	0.6

Intersection Summary

HCM 6th Ctrl Delay	28.4
HCM 6th LOS	C

Notes

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

HCM 6th Signalized Intersection Summary
 3: ACRES GREEN & PARKWAY
























Long-Term Total 2050
 Weekday PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	10	109	103	32	51	55	555	54	18	671	16
Future Volume (veh/h)	6	10	109	103	32	51	55	555	54	18	671	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	11	117	111	34	55	59	597	58	19	722	17
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	506	359	304	550	123	200	238	1204	114	178	1414	33
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	1308	1870	1585	1262	643	1040	135	2896	275	32	3401	79
Grp Volume(v), veh/h	6	11	117	111	0	89	366	0	348	396	0	362
Grp Sat Flow(s),veh/h/ln	1308	1870	1585	1262	0	1683	1654	0	1653	1825	0	1688
Q Serve(g_s), s	0.1	0.1	1.5	1.8	0.0	1.0	0.0	0.0	3.6	0.0	0.0	3.7
Cycle Q Clear(g_c), s	1.1	0.1	1.5	1.9	0.0	1.0	3.3	0.0	3.6	3.6	0.0	3.7
Prop In Lane	1.00		1.00	1.00		0.62	0.16		0.17	0.05		0.05
Lane Grp Cap(c), veh/h	506	359	304	550	0	323	870	0	687	923	0	702
V/C Ratio(X)	0.01	0.03	0.38	0.20	0.00	0.28	0.42	0.00	0.51	0.43	0.00	0.52
Avail Cap(c_a), veh/h	1281	1467	1243	1298	0	1320	1418	0	1296	1569	0	1324
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.4	7.5	8.1	8.3	0.0	7.9	4.9	0.0	5.0	5.0	0.0	5.0
Incr Delay (d2), s/veh	0.0	0.0	0.8	0.2	0.0	0.5	0.3	0.0	0.6	0.3	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.1	0.6	0.6	0.0	0.5	0.8	0.0	0.9	0.9	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.4	7.6	8.9	8.5	0.0	8.4	5.2	0.0	5.5	5.3	0.0	5.6
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		134			200			714			758	
Approach Delay, s/veh		8.8			8.4			5.4			5.4	
Approach LOS		A			A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		14.0		8.9		14.0		8.9				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		5.6		3.5		5.7		3.9				
Green Ext Time (p_c), s		3.8		0.3		3.9		0.7				
Intersection Summary												
HCM 6th Ctrl Delay				6.0								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary
 4: ACRES GREEN & PARK MEADOWS

Long-Term Total 2050
 Weekday PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	181	455	129	20	509	372	102	108	19	350	180	351
Future Volume (veh/h)	181	455	129	20	509	372	102	108	19	350	180	351
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	191	479	136	21	536	392	107	114	20	368	189	369
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	355	1003	283	312	1050	468	261	495	85	583	505	451
Arrive On Green	0.09	0.37	0.37	0.02	0.30	0.30	0.07	0.16	0.16	0.19	0.28	0.28
Sat Flow, veh/h	1781	2736	772	1781	3554	1585	1781	3033	521	1781	1777	1585
Grp Volume(v), veh/h	191	310	305	21	536	392	107	66	68	368	189	369
Grp Sat Flow(s),veh/h/ln	1781	1777	1731	1781	1777	1585	1781	1777	1777	1781	1777	1585
Q Serve(g_s), s	6.0	11.4	11.5	0.7	10.6	19.7	4.2	2.7	2.8	13.8	7.2	18.4
Cycle Q Clear(g_c), s	6.0	11.4	11.5	0.7	10.6	19.7	4.2	2.7	2.8	13.8	7.2	18.4
Prop In Lane	1.00		0.45	1.00		1.00	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	355	651	635	312	1050	468	261	290	290	583	505	451
V/C Ratio(X)	0.54	0.48	0.48	0.07	0.51	0.84	0.41	0.23	0.24	0.63	0.37	0.82
Avail Cap(c_a), veh/h	439	733	714	376	1172	523	268	628	628	625	879	784
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.8	20.6	20.7	20.1	24.8	28.0	27.2	30.9	30.9	21.1	24.3	28.3
Incr Delay (d2), s/veh	0.5	0.8	0.8	0.0	0.5	11.2	0.4	0.4	0.4	1.3	0.5	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.3	8.2	8.1	0.5	7.9	13.4	3.2	2.1	2.2	9.6	5.4	11.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.2	21.4	21.5	20.2	25.4	39.2	27.6	31.3	31.3	22.4	24.8	32.1
LnGrp LOS	B	C	C	C	C	D	C	C	C	C	C	C
Approach Vol, veh/h		806			949			241			926	
Approach Delay, s/veh		20.7			31.0			29.7			26.7	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.0	37.1	10.7	30.1	13.0	31.1	21.0	19.8				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	5.0	35.0	6.0	42.0	12.0	28.0	18.0	30.0				
Max Q Clear Time (g_c+I1), s	2.7	13.5	6.2	20.4	8.0	21.7	15.8	4.8				
Green Ext Time (p_c), s	0.0	5.4	0.0	3.7	0.1	3.4	0.2	0.7				
Intersection Summary												
HCM 6th Ctrl Delay			26.7									
HCM 6th LOS			C									

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	772	18	31	861	7	40
Future Vol, veh/h	772	18	31	861	7	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	65	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	830	19	33	926	8	43

































Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	849	0	1369
Stage 1	-	-	-	-	840
Stage 2	-	-	-	-	529
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	785	-	138
Stage 1	-	-	-	-	384
Stage 2	-	-	-	-	555
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	785	-	132
Mov Cap-2 Maneuver	-	-	-	-	132
Stage 1	-	-	-	-	384
Stage 2	-	-	-	-	532

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	15.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	385	-	-	785	-
HCM Lane V/C Ratio	0.131	-	-	0.042	-
HCM Control Delay (s)	15.8	-	-	9.8	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

HCM 6th Signalized Intersection Summary
6: YOSEMITE & PARK MEADOWS

Long-Term Total 2050
Weekday PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 			  		 	  	
Traffic Volume (veh/h)	261	270	259	58	344	446	316	579	61	272	761	240
Future Volume (veh/h)	261	270	259	58	344	446	316	579	61	272	761	240
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	269	278	267	60	355	460	326	597	63	280	785	247
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	247	990	442	98	863	385	347	2019	211	336	1696	526
Arrive On Green	0.07	0.28	0.28	0.03	0.24	0.24	0.19	0.43	0.43	0.10	0.33	0.33
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	1781	4696	490	3456	5106	1585
Grp Volume(v), veh/h	269	278	267	60	355	460	326	431	229	280	785	247
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1781	1702	1782	1728	1702	1585
Q Serve(g_s), s	10.0	8.6	20.5	2.4	11.8	34.0	25.2	11.6	11.8	11.1	17.0	17.3
Cycle Q Clear(g_c), s	10.0	8.6	20.5	2.4	11.8	34.0	25.2	11.6	11.8	11.1	17.0	17.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	247	990	442	98	863	385	347	1463	766	336	1696	526
V/C Ratio(X)	1.09	0.28	0.60	0.61	0.41	1.19	0.94	0.29	0.30	0.83	0.46	0.47
Avail Cap(c_a), veh/h	247	990	442	148	863	385	356	1463	766	716	1696	526
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.0	39.5	43.8	67.2	44.6	53.0	55.5	26.0	26.1	62.1	36.9	37.0
Incr Delay (d2), s/veh	83.3	0.2	2.3	2.3	0.3	110.5	31.3	0.5	1.0	2.1	0.9	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.0	6.9	13.1	2.0	9.0	37.0	20.6	8.5	9.0	8.7	11.7	11.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	148.3	39.7	46.1	69.5	44.9	163.5	86.9	26.6	27.1	64.2	37.8	40.0
LnGrp LOS	F	D	D	E	D	F	F	C	C	E	D	D
Approach Vol, veh/h		814			875			986			1312	
Approach Delay, s/veh		77.7			108.9			46.6			43.8	
Approach LOS		E			F			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.6	65.7	10.0	45.0	32.3	52.0	15.0	40.0				
Change Period (Y+Rc), s	5.0	5.5	6.0	* 6	5.0	5.5	5.0	6.0				
Max Green Setting (Gmax), s	29.0	45.5	6.0	* 38	28.0	46.5	10.0	34.0				
Max Q Clear Time (g_c+I1), s	13.1	13.8	4.4	22.5	27.2	19.3	12.0	36.0				
Green Ext Time (p_c), s	0.5	4.8	0.0	2.4	0.1	7.1	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			65.7									
HCM 6th LOS			E									
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary
7: YOSEMITE & C470 OFF

Long-Term Total 2050
Weekday PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	338	24	282	0	0	66	0	1271	33	39	962	0
Future Volume (veh/h)	338	24	282	0	0	66	0	1271	33	39	962	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No					No		No			
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	366	0	291				0	1310	34	40	992	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	743	0	330				0	3304	86	314	3622	0
Arrive On Green	0.21	0.00	0.21				0.00	0.65	0.65	0.03	0.71	0.00
Sat Flow, veh/h	3563	0	1585				0	5286	133	1781	5274	0
Grp Volume(v), veh/h	366	0	291				0	871	473	40	992	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1702	1846	1781	1702	0
Q Serve(g_s), s	12.7	0.0	24.9				0.0	17.1	17.1	1.0	9.8	0.0
Cycle Q Clear(g_c), s	12.7	0.0	24.9				0.0	17.1	17.1	1.0	9.8	0.0
Prop In Lane	1.00		1.00				0.00		0.07	1.00		0.00
Lane Grp Cap(c), veh/h	743	0	330				0	2197	1192	314	3622	0
V/C Ratio(X)	0.49	0.00	0.88				0.00	0.40	0.40	0.13	0.27	0.00
Avail Cap(c_a), veh/h	1145	0	509				0	2197	1192	366	3622	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.90	0.90	0.00
Uniform Delay (d), s/veh	48.9	0.0	53.7				0.0	11.8	11.8	8.4	7.3	0.0
Incr Delay (d2), s/veh	0.5	0.0	10.9				0.0	0.5	1.0	0.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	0.0	16.4				0.0	10.8	11.7	0.7	6.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.4	0.0	64.7				0.0	12.4	12.8	8.5	7.5	0.0
LnGrp LOS	D	A	E				A	B	B	A	A	A
Approach Vol, veh/h		657						1344			1032	
Approach Delay, s/veh		56.2						12.5			7.5	
Approach LOS		E						B			A	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	8.9	95.9	35.2	104.8								
Change Period (Y+Rc), s	5.0	5.5	6.0	5.5								
Max Green Setting (Gmax), s	3.0	70.5	45.0	83.5								
Max Q Clear Time (g_c+I), s	13.0	19.1	26.9	11.8								
Green Ext Time (p_c), s	0.0	13.2	2.3	9.3								

Intersection Summary

HCM 6th Ctrl Delay	20.3
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 8: YOSEMITE & C470 ON/ PARK MEADOWS CENTER

Long-Term Total 2050
 Weekday PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↘	↗	↗	↘	↗	↗	↘	↗	↘
Traffic Volume (veh/h)	0	0	0	342	173	128	294	868	604	140	666	164
Future Volume (veh/h)	0	0	0	342	173	128	294	868	604	140	666	164
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		No
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h				360	182	135	309	914	636	147	701	0
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	2	2	2	2	2	2	2	2
Cap, veh/h				400	797	356	1072	3195	992	621	3115	
Arrive On Green				0.22	0.22	0.22	0.09	1.00	1.00	0.04	0.61	0.00
Sat Flow, veh/h				1781	3554	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h				360	182	135	309	914	636	147	701	0
Grp Sat Flow(s),veh/h/ln				1781	1777	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s				27.5	5.9	10.1	4.8	0.0	0.0	2.2	8.7	0.0
Cycle Q Clear(g_c), s				27.5	5.9	10.1	4.8	0.0	0.0	2.2	8.7	0.0
Prop In Lane				1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h				400	797	356	1072	3195	992	621	3115	
V/C Ratio(X)				0.90	0.23	0.38	0.29	0.29	0.64	0.24	0.23	
Avail Cap(c_a), veh/h				566	1130	504	1562	3195	992	818	3115	
HCM Platoon Ratio				1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	0.00
Uniform Delay (d), s/veh				52.8	44.4	46.0	8.8	0.0	0.0	9.2	12.3	0.0
Incr Delay (d2), s/veh				12.4	0.1	0.5	0.0	0.2	2.9	0.1	0.2	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				19.7	4.7	7.3	3.0	0.1	1.4	1.5	6.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				65.2	44.5	46.5	8.9	0.2	2.9	9.2	12.5	0.0
LnGrp LOS				E	D	D	A	A	A	A	B	
Approach Vol, veh/h					677			1859			848	
Approach Delay, s/veh					55.9			2.6			11.9	
Approach LOS					E			A			B	
Timer - Assigned Phs	1	2		5	6		8					
Phs Duration (G+Y+Rc), s	10.0	93.1		12.2	90.9		36.9					
Change Period (Y+Rc), s	5.0	5.5		5.0	5.5		5.5					
Max Green Setting (Gmax), s	13.0	66.5		27.0	52.5		44.5					
Max Q Clear Time (g_c+14), s	14.2	2.0		6.8	10.7		29.5					
Green Ext Time (p_c), s	0.1	13.1		0.4	5.7		1.9					

Intersection Summary

HCM 6th Ctrl Delay	15.6
HCM 6th LOS	B

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection												
Int Delay, s/veh	10.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑↑		↙	↑↑		↙	↘		↙	↘	
Traffic Vol, veh/h	75	668	1	1	689	96	1	1	1	94	1	74
Future Vol, veh/h	75	668	1	1	689	96	1	1	1	94	1	74
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	82	726	1	1	749	104	1	1	1	102	1	80

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	853	0	0	727	0	0	1268	1746	364	1331	1694	427
Stage 1	-	-	-	-	-	-	891	891	-	803	803	-
Stage 2	-	-	-	-	-	-	377	855	-	528	891	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	782	-	-	872	-	-	125	85	633	113	92	576
Stage 1	-	-	-	-	-	-	304	359	-	343	394	-
Stage 2	-	-	-	-	-	-	616	373	-	502	359	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	782	-	-	872	-	-	98	76	633	103	82	576
Mov Cap-2 Maneuver	-	-	-	-	-	-	98	76	-	103	82	-
Stage 1	-	-	-	-	-	-	272	321	-	307	394	-
Stage 2	-	-	-	-	-	-	528	373	-	447	321	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1			0			35.3			96.5		
HCM LOS							E			F		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	98	136	782	-	-	872	-	-	103	533
HCM Lane V/C Ratio	0.011	0.016	0.104	-	-	0.001	-	-	0.992	0.153
HCM Control Delay (s)	42.1	31.9	10.1	-	-	9.1	-	-	163.1	13
HCM Lane LOS	E	D	B	-	-	A	-	-	F	B
HCM 95th %tile Q(veh)	0	0	0.3	-	-	0	-	-	6.1	0.5

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑↑		↙	↑↑		↙	↘		↙	↘	
Traffic Vol, veh/h	47	715	1	1	760	36	1	1	1	20	1	25
Future Vol, veh/h	47	715	1	1	760	36	1	1	1	20	1	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	51	777	1	1	826	39	1	1	1	22	1	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	865	0	0	778	0	0	1296	1747	389	1339	1728	433
Stage 1	-	-	-	-	-	-	880	880	-	848	848	-
Stage 2	-	-	-	-	-	-	416	867	-	491	880	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	774	-	-	834	-	-	120	85	610	111	88	571
Stage 1	-	-	-	-	-	-	308	363	-	322	376	-
Stage 2	-	-	-	-	-	-	585	368	-	528	363	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	774	-	-	834	-	-	107	79	610	104	82	571
Mov Cap-2 Maneuver	-	-	-	-	-	-	107	79	-	104	82	-
Stage 1	-	-	-	-	-	-	288	339	-	301	376	-
Stage 2	-	-	-	-	-	-	555	368	-	491	339	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0	33.7	28.6
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	107	140	774	-	-	834	-	-	104	464
HCM Lane V/C Ratio	0.01	0.016	0.066	-	-	0.001	-	-	0.209	0.061
HCM Control Delay (s)	39	31.1	10	-	-	9.3	-	-	48.5	13.3
HCM Lane LOS	E	D	A	-	-	A	-	-	E	B
HCM 95th %tile Q(veh)	0	0	0.2	-	-	0	-	-	0.7	0.2

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗		↖	↗		↖	↗	
Traffic Vol, veh/h	31	704	1	1	780	55	1	1	1	30	1	16
Future Vol, veh/h	31	704	1	1	780	55	1	1	1	30	1	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	34	765	1	1	848	60	1	1	1	33	1	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	908	0	0	766	0	0	1261	1744	383	1331	1714	454
Stage 1	-	-	-	-	-	-	834	834	-	880	880	-
Stage 2	-	-	-	-	-	-	427	910	-	451	834	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	745	-	-	843	-	-	127	86	615	113	89	553
Stage 1	-	-	-	-	-	-	329	381	-	308	363	-
Stage 2	-	-	-	-	-	-	576	352	-	557	381	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	745	-	-	843	-	-	117	82	615	108	85	553
Mov Cap-2 Maneuver	-	-	-	-	-	-	117	82	-	108	85	-
Stage 1	-	-	-	-	-	-	314	363	-	294	363	-
Stage 2	-	-	-	-	-	-	556	352	-	529	363	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0			32.2			38.3		
HCM LOS							D			E		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	117	145	745	-	-	843	-	-	108	418
HCM Lane V/C Ratio	0.009	0.015	0.045	-	-	0.001	-	-	0.302	0.044
HCM Control Delay (s)	36.1	30.2	10.1	-	-	9.3	-	-	52.1	14
HCM Lane LOS		E	D	B	-	-	A	-	F	B
HCM 95th %tile Q(veh)		0	0	0.1	-	-	0	-	1.2	0.1

HCM 6th Signalized Intersection Summary
 12: PARK MEADOWS & DRIVEWAY D

Long-Term Total 2050
 Weekday PM



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↕	↑↑	↑↑		↕	↕
Traffic Volume (veh/h)	78	656	734	115	117	101
Future Volume (veh/h)	78	656	734	115	117	101
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	85	713	798	125	127	110
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	273	1409	1221	191	717	638
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	606	3647	3172	482	1781	1585
Grp Volume(v), veh/h	85	713	461	462	127	110
Grp Sat Flow(s),veh/h/ln	606	1777	1777	1784	1781	1585
Q Serve(g_s), s	6.0	6.8	9.4	9.4	2.1	2.0
Cycle Q Clear(g_c), s	15.4	6.8	9.4	9.4	2.1	2.0
Prop In Lane	1.00			0.27	1.00	1.00
Lane Grp Cap(c), veh/h	273	1409	705	707	717	638
V/C Ratio(X)	0.31	0.51	0.65	0.65	0.18	0.17
Avail Cap(c_a), veh/h	277	1430	715	718	717	638
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.3	10.2	11.0	11.0	8.6	8.6
Incr Delay (d2), s/veh	0.6	0.3	2.1	2.1	0.5	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.4	3.8	5.9	5.9	1.3	1.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.9	10.5	13.1	13.1	9.1	9.2
LnGrp LOS	B	B	B	B	A	A
Approach Vol, veh/h		798	923		237	
Approach Delay, s/veh		11.3	13.1		9.2	
Approach LOS		B	B		A	
Timer - Assigned Phs				4	6	8
Phs Duration (G+Y+Rc), s				22.2	22.5	22.2
Change Period (Y+Rc), s				4.5	4.5	4.5
Max Green Setting (Gmax), s				18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s				17.4	4.1	11.4
Green Ext Time (p_c), s				0.3	0.6	3.1
Intersection Summary						
HCM 6th Ctrl Delay			11.9			
HCM 6th LOS			B			

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑↑	↑↑↑	↗
Traffic Vol, veh/h	0	34	0	1636	1573	37
Future Vol, veh/h	0	34	0	1636	1573	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	37	0	1778	1710	40

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	855	-	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-
Pot Cap-1 Maneuver	0	259	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	259	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.2	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	259	-	-
HCM Lane V/C Ratio	-	0.143	-	-
HCM Control Delay (s)	-	21.2	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.5	-	-