Truck Yard Restaurant

Traffic Impact Study



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Truck Yard Restaurant

TRAFFIC IMPACT STUDY

1.0 Introduction

The Fox Tuttle Transportation Group prepared this traffic impact study for the Truck Yard Restaurant development located to the south of the intersection of S Yosemite Street with Maximus Drive in Lone Tree, Colorado. The project plans to construct a new restaurant and entertainment venue within a vacant property previously occupied by the Treo restaurant and nightclub. The site is located within an existing commercial area consisting of multiple restaurants, entertainment venues, and other commercial businesses, and is surrounded by a mix of office and commercial land uses to the north and east, as well as residential communities to the south and west. **Figure 1** includes a vicinity map for the proposed restaurant.

The purpose of this study is to assist in identifying potential traffic impacts within the study area as a result of this project. The traffic study addresses existing, buildout (Year 2028) and long-term (Year 2046) peak hour intersection conditions in the study area with and without the project generated traffic. The information contained in this study is anticipated to be used by City staff in identifying any intersection or roadway deficiencies and potential improvements for future conditions. The focus of this study is on weekday Midday and PM peak hours which typically experience the highest traffic volumes for the proposed type of land use.

2.0 Project Description

The Truck Yard Restaurant project is assumed to be completed and generating traffic by Year 2028. The proposed development consists of a casual dining restaurant, including provision for multiple food trucks expected to regularly service the site, as well as an associated entertainment venue featuring a mix of outdoor yard-style games and recreational activities with scheduled live music performances. It is expected that entertainment features will be ancillary to the primary function of the site as a restaurant use. The project will occupy an existing vacant property previously occupied by a restaurant and nightclub, and will utilize the existing access points serving the adjacent commercial businesses. This includes one full-movement access onto Maximus Drive to the north, and one full-movement access onto Kimmer Drive to the south. Additional full-movement access also exists on Kimmer Drive further to the east, however for purposes of this study it is expected that the majority of site-generated traffic will utilize the closest access points as described. A site plan is shown on **Figure 2.**

3.0 Study Considerations

3.1 Data Collection

Intersection turning movement volumes were collected in early May 2026. Six (6) existing intersections within the study area were counted during the weekday Midday and PM peak hours, including pedestrians and bicyclists. The existing traffic volumes are illustrated on **Figure 3**. It is noted that existing volumes were balanced between intersections as appropriate. The existing intersection geometry and traffic control are also shown on this figure. Count data sheets are provided in the **Appendix**.

3.2 Evaluation Methodology

The traffic operations analysis performed addresses unsignalized and signalized intersection operations using the procedures and methodologies set forth by the *Highway Capacity Manual (HCM)*[1]. Existing Peak Hour Factors (PHF) were applied to the intersections for the existing and future scenarios. Study intersections were evaluated using the Synchro software (version 12).

3.3 Level of Service Definitions

A level of service analysis was conducted to determine the existing and future performance of the study intersections and to determine the most appropriate traffic control devices and need for auxiliary lanes.

To measure and describe the operational status of the study intersections, transportation engineers and planners commonly use a grading system referred to as "Level of Service" (LOS) that is defined by the HCM. LOS characterizes the operational conditions of an intersection's traffic flow, ranging from LOS A (indicating very good, free flow operations) to LOS F (indicating congested and sometimes oversaturated conditions). These grades represent the perspective of drivers and are an indication of the comfort and convenience associated with traveling through intersections. The intersection LOS is represented as a delay in seconds per vehicle for the intersection as a whole and for each turning movement.

Typically, LOS A through C is considered to be acceptable for the overall intersection operations and LOS D overall during peak hours is acceptable. Individual movements may be allowed to fall to LOS E at signalized intersections. Minor movements at unsignalized intersections, such as left turns onto a major arterial, may be allowed to fall below LOS D, specifically where there are low volumes, signalization warrants are no met, and/or no viable alternatives for mitigation are available or feasible.

[1] Highway Capacity Manual, Highway Research Board Special Report 209, Transportation Research Board, National Research Council, 7th Edition (2022).

Criteria contained in the HCM was applied for these analyses in order to determine peak hour LOS for each scenario. A more detailed discussion of the LOS methodology is contained in the **Appendix** for reference.

4.0 Existing Conditions

4.1 Roadways

The study area boundaries are based on the amount of traffic to be generated by the project and potential impact to the existing roadway network. The primary public roadways that serve the project site are discussed in the following text and illustrated on **Figure 1**.

S Yosemite Street is a four-lane major arterial running north-south near the project site transitioning to a six-lane cross-section north of Park Meadows Drive. This roadway extends from E Orchard Road to the north, to Lincoln Avenue to the south, providing regional and local connectivity and access. S Yosemite Street currently serves approximately 19,800 vehicles per day (VPD) north of C-470 based on data collected by the Colorado Department of Transportation (CDOT) as of Year 2025. Adjacent to the project site the posted speed limit is 40 miles per hour (MPH).

Park Meadows Drive is a four-lane minor arterial running southeast to northwest near the project site. This roadway extends from Lincoln Avenue to the southeast, to S Quebec Street to the west, providing local connectivity and access to multiple commercial centers and residential communities. Park Meadows Drive currently serves approximately 15,000 VPD east of S Yosemite Street based on data collected by CDOT as of Year 2025. Adjacent to the project site the posted speed limit is 40 miles per hour (MPH).

Maximus Drive is a two-lane local roadway running east-west near the project site. This roadway extends from Park Meadows Drive to the east, to Acres Green Drive to the west, providing local access to commercial and residential uses. The posted speed limit is 20 MPH east of S Yosemite Street and 25 MPH west of S Yosemite Street.

Kimmer Drive is a two-lane local roadway running east-west near the project site. This roadway extends from Park Meadows Drive to the east, to S Yosemite Street to the west, providing local access to commercial and residential uses. The posted speed limit is 35 MPH.

Forsstrom Drive is a two-lane local roadway running north-south near the project site. This roadway extends from Kimmer Drive to the north, to S Yosemite Street to the south, providing local access to commercial uses. The posted speed limit is 25 MPH.

4.2 Intersections

The study area includes six (6) intersections that are listed below with the current traffic control and were analyzed for existing and future background year traffic operations:

1. S Yosemite Street at Maximus Drive (signalized)
2. S Yosemite Street at Kimmer Drive (signalized)
3. Park Meadows Drive at Kimmer Drive (signalized)
4. Park Meadows Drive at Maximus Drive (side-street stop-controlled)
5. Maximus Drive at N Commercial Access (side-street stop-controlled)
6. Kimmer Drive at Forsstrom Drive (side-street stop-controlled)

The existing lane configuration at each of the study locations is illustrated on **Figure 3**. Existing signal timing data for the intersections of S Yosemite Street with Maximus Drive and Kimmer Drive, as well as Park Meadows Drive with Kimmer Drive, were obtained from the City of Lone Tree.

4.3 Pedestrian and Bicycle Facilities

The Truck Yard Restaurant study area is served by a combination of sidewalks, crosswalks, and regional trail connections, providing pedestrian and bicycle access to transit, commercial, and residential land uses. There are sidewalks along all roadways within the immediate vicinity of the project. Marked crosswalks are provided at the signalized intersections within the study area with exception of the north-south crossing on the west side of the Park Meadows Drive intersection with Kimmer Drive.

Trails located within one mile from the site include the Willow Creek Trail and the C-470 Regional Trail. Willow Creek Trail is a local trail that extends from Willow Springs Open Space to the west and Sweetwater Park to the north crossing over Maximus Drive approximately 650 feet west of the project site. The C-470 Regional trail follows C-470 and is located approximately 2,000 feet north of the project site with connectivity to the east and west sides of the Denver Metropolitan area.

4.4 Transit

The study area is served by transit provided by the Regional Transportation District (RTD), including both bus and commuter rail services. The Lincoln Station, which is served by the E and R Lines commuter rail for regional transit is located within one mile of the project site. The E Line connects Union Station in Denver with RidgeGate Parkway Station in Lone Tree, and the R Line connects Peoria Station in Aurora with Lincoln Station in Lone Tree.

Local bus service is available along the adjacent segments of Park Meadows Drive and S Yosemite Street. Route LNFX provides a loop service from the Lincoln Station to the west along Park Meadows Drive, to residential communities along Lone Tree Parkway to the east, then returning to Park Meadows Drive via Lincoln Avenue. The LNFX line is a FlexRide service providing transit primarily to or from the Lincoln Station with stops being limited to the Station and select locations based on passenger requests or through prescheduled bookings.

4.5 Existing Intersection Capacity Analysis

The existing volumes, lane configuration, and traffic control are illustrated on **Figure 3**. The results of the LOS calculations for the study intersections are summarized in **Table 1**. The 95th percentile queues are summarized in **Table 2**. The intersection level of service worksheets and queue reports are attached in the **Appendix**.

Currently, study intersections generally operate at an overall LOS B or better during both peak periods, with individual movements operating at LOS D or better. Exceptions include the listed study intersection which has at least one (1) or more movements that operate at LOS E during one or more peak hours.

- ***#1 – S Yosemite Street & Maximus Drive:*** This signalized intersection operates at an overall LOS B in both the AM and PM peak hours. However, during the AM peak hour, the eastbound and westbound through and right turn movements are calculated to operate at LOS E. During the PM peak hour all eastbound and westbound movements are calculated to operate at LOS E. The 95th percentile queues for the eastbound and westbound movements, as analyzed in Section 8.0, are maintained within the existing storage lengths provided.

  Recommendations: Continue to monitor this intersection and adjust signal timing as needed to minimize delays on critical movements. It is understood that study area signals operate under adaptive signal control systems. As such, applied timing data as provided by the City includes base timing settings with optimizations as applicable. However, actual signal operations and resulting levels of service may be better than indicated by the analysis performed. With no other known or identified safety concerns, LOS E operations for individual movements are considered to be acceptable for peak hour operations pursuant to typical City and County design criteria.

The 95th percentile queues for all other intersections were estimated to be maintained within the storage lengths provided without extending to upstream intersections.

5.0 Future Traffic Conditions

5.1 Annual Growth Factor and Future Volume Methodology

In order to forecast the future peak hour traffic volumes, background traffic growth assumptions were estimated based on historic daily traffic volumes collected by the Denver Regional Council of Governments (DRCOG), as well as CDOT. Based on this data, an annual background growth of 0.5% for the study roadways was used to estimate future background traffic volumes. It is noted that growth rates were not applied to Kimmer Drive, Forsstrom Drive, or the existing commercial access drives serving the development site since growth is anticipated to only occur with changes to tenants. These growth assumptions were applied to the existing traffic volumes in **Figure 3** to result in the Year 2028 background traffic projects as shown on **Figure 4** and Year 2046 background traffic projections on **Figure 5**.

5.2 Year 2028 Background Intersection Capacity Analysis

The study area intersections were evaluated to determine baseline operations for the Year 2028 background scenario and to identify any capacity constraints associated with background traffic. The Year 2028 background volumes, lane configuration, and traffic control are illustrated on **Figure 4**.

The level of service criteria discussed previously was applied to the study intersections to determine the impacts with the Year 2028 background volumes. The results of the LOS calculations for the intersections are summarized in **Table 1.** The 95th percentile queues are summarized in **Table 2**. The intersection level of service worksheets and queue reports are attached in the **Appendix**.

In summary, the study intersections operate similarly to the existing conditions with minor additional delay for certain movements associated with an increase in background volumes. Overall, the study intersections were estimated to operate acceptably (LOS B or better) in both peak hours with all movements continuing to operate at LOS D or better. Exceptions continue to include the listed study intersection which has at least one (1) or more movements that operate at LOS E during one or more peak hours.

- ***#1 – S Yosemite Street & Maximus Drive:*** This signalized intersection operates at an overall LOS B in both the AM and PM peak hours. However, during the AM peak hour, the eastbound and westbound through and right turn movements are calculated to operate at LOS E. During the PM peak hour all eastbound and westbound movements are calculated to operate at LOS E. The 95th percentile queues for the eastbound and westbound movements, as analyzed in Section 8.0, are maintained within the existing storage lengths provided.

Recommendations: Continue to monitor this intersection and adjust signal timing as needed to minimize delays on critical movements. It is understood that study area signals operate under adaptive signal control systems. As such, applied timing data as provided by the City includes base timing settings with optimizations as applicable. However, actual signal operations and resulting levels of service may be better than indicated by the analysis performed. With no other known or identified safety concerns, LOS E operations for individual movements are considered to be acceptable for peak hour operations pursuant to typical City and County design criteria.

Same as in the existing conditions, the 95th percentile queues for all other intersections were estimated to be maintained within the provided storage length and not extending to upstream intersections.

5.3 Year 2046 Background Intersection Capacity Analysis

The study area intersections were evaluated to determine baseline operations for the Year 2046 background scenario and to identify any capacity constraints associated with background traffic. The long-term background volumes, lane configuration, and traffic control are illustrated on **Figure 5**.

The level of service criteria discussed previously was applied to the study area intersections to determine the impacts with the long-term background volumes. The results of the LOS calculations for the intersections are summarized in **Table 1.** The 95th percentile queues are summarized in **Table 2**. The intersection level of service worksheets and queue reports are attached in the **Appendix**.

In summary, the study intersections were estimated to perform similarly to the existing and Year 2028 background conditions with minor additional delay associated with an increase in background volumes. Overall, the study intersections were estimated to operate acceptably (LOS B or better) in both peak hours with all movements continue operating at LOS D or better. Exceptions continue to include the listed study intersection which has at least one (1) or more movements that operate at LOS E during one or more peak hours.

- ***#1 - S Yosemite Street & Maximus Drive:*** This signalized intersection operates at an overall LOS B in both the AM and PM peak hours. However, during the AM peak hour, the eastbound and westbound through and right turn movements are calculated to operate at LOS E. During the PM peak hour all eastbound and westbound movements are calculated to operate at LOS E. The LOS E operations are primarily attributed to the long cycle length with significantly more time being allotted to movements along S Yosemite Street. Side street LOS E operations are a common occurrence for major arterial roadways, however volumes on Maximus Drive do not indicate potential capacity issues or other operational concerns. The 95th percentile queues for the eastbound and westbound movements, as analyzed in Section 8.0, are maintained within the existing storage lengths provided.

Recommendations: Continue to monitor this intersection and adjust signal timing as needed to minimize delays on critical movements. It is understood that study area signals operate under adaptive signal control systems. As such, applied timing data as provided by the City includes base timing settings with optimizations as applicable. However, actual signal operations and resulting levels of service may be better than indicated by the analysis performed. With no other known or identified safety concerns, LOS E operations for individual movements are considered to be acceptable for peak hour operations pursuant to typical City and County design criteria.

Same as in the existing conditions, the 95th percentile queues for all other movements were estimated to be maintained within the provided storage length and not extending to upstream intersections.

6.0 Proposed Development Traffic

Access to the project site, as previously described, will be provided via Maximus Drive and Kimmer Drive via existing access points serving the adjacent commercial development area.

6.1 Trip Generation

A trip generation estimate was performed to determine the traffic characteristics of the Cooper's Hawk project. The anticipated land use was multiplied by the trip data contained in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*[2]. The most applicable land use categories were multiplied by the trip rate for the daily, Midday peak hour, and PM peak hour to approximate the projected traffic. It is noted that in order to determine the most probable trip generation rates for the midday peak period, time-of-day data from ITE was reviewed and a combination of the highest peak hour of generation and time-of-day multipliers were used as applicable for the selected land uses.

As previously described it is understood that the site will primarily operate as a restaurant/eatery with associated entertainment features including live music, outdoor/yard games, and other social activities. Such entertainment uses are considered ancillary to the primary function of the site as a restaurant given that it is unlikely a significant portion of guests will visit the site without ordering food or drinks. In order to estimate probable trip generation a combination of land use codes was applied including Food Cart Pod (926) and Fast Casual Restaurant (930).

[2] *Trip Generation 12th Edition*, Institute of Transportation Engineers, 2025.

Square footage for the restaurant used to estimate trip generation only includes the enclosed building area, and does not include open spaces, covered seating, or other outdoor areas. This is due to the outdoor spaces being primarily for additional seating and entertainment features in support of the food trucks and in-house restaurant. It is therefore expected that trip generation potential will be limited based on kitchen capacity. Outdoor and open-air spaces will also be influenced by weather conditions and may not always be in use.

The site is expected to experience the two (2) basic trip types as discussed below:

> Primary Trips: These trips are made specifically to visit the site and are considered "new" trips. Primary trips would not have been made if the proposed project did not exist. Therefore, this is the only trip type that increases the total number of trips made on a regional basis. It is expected that the proposed project will experience mostly primary trips.
>
> Non-Auto Trips: These trips are those that are completed by walking, bicycling, or riding transit. The existing transit, pedestrian, and bicycle amenities may encourage residents, and visitors to make non-auto trips to/from the residential lots. However, for this project a non-auto reduction was not applied, and it is assumed that the majority of site-generated trips will be primary trips.

The project was estimated to generate 2,089 daily trips with 370 trips in the Midday peak hour and 158 trips in the PM peak hour as detailed in **Table 3. Table 3** also provides a comparison to the previous restaurant/nightclub land use and shows how the proposed change in use is estimated to result in an increase of 730 daily trips, with 309 additional trips during the Midday peak hour, and 19 additional trips during the PM peak hour. It should be noted that volumes from the previous restaurant use were not included in the collected count data given that the site is currently vacant. As such the full amount of estimated restaurant trips was added to the collected data in order to develop projected future volumes.

6.2 Trip Distribution and Assignment

The estimated trip volumes presented in **Table 3** were distributed onto the study roadway network based on existing traffic characteristics of the area, existing and future land uses, and the relationship of this project to the greater community. The overall assumed distribution is summarized in **Table 4,** and the trip assignment is provided on **Figure 6**.

Table 4. Trip Distribution Summary

Location	Trip Distribution
Southeast via Park Meadows Drive	15%
West via Maximus Drive	5%
North via S Yosemite Street	45%
North via Park Meadows Drive	5%
South via S Yosemite Street	30%

Using these distribution assumptions, the projected site traffic was assigned to the study area roadway network and proposed access for the weekday Midday and PM peak hour periods. The site-generated volumes are shown on **Figure 7**.

7.0 Future Traffic Conditions with Site Development

This section summarizes the evaluation of the future traffic conditions with the completion of the proposed project.

7.1 Year 2028 Background + Project Intersection Capacity Analysis

This section discusses impacts associated with the proposed under Year 2028 conditions, assuming the development is fully built out and occupied. The site-generated volumes were added to the forecasted Year 2028 background volumes and are illustrated on **Figure 8**. The results of the LOS calculations for the intersections are summarized in **Table 1**. The 95th percentile queues are summarized in **Table 2**. The intersection level of service worksheets and queue reports are attached in the **Appendix**.

The project trips have little to no impact on the operations of the study intersections as compared to the Year 2028 background scenario. The levels of service for the intersections and movements continue to operate overall at the same letter grades as the background conditions in both peak hours. The proposed site access intersections are also expected to operate acceptably with the lane configurations shown in **Figure 8**.

The 95th percentile queues were estimated to remain similar to those under the Year 2028 background scenario with additional site-generated volumes resulting in minor changes as detailed in Section 8.0.

7.2 Year 2046 Background + Project Intersection Capacity Analysis

This section discusses impacts associated with the proposed trips in the long-term scenario with additional growth in the area and the project fully built out and occupied. The site-generated volumes were added to the forecasted Year 2046 background volumes and are illustrated on **Figure 9**. The results of the LOS calculations for the intersections are summarized in **Table 1**. The 95th percentile queues are summarized in **Table 2**. The intersection level of service worksheets and queue reports are attached in the **Appendix**.

The project trips have little to no impact on the operations of the study intersections as compared to the long-term background scenario. The overall levels of service for the intersections and movements remain the same as long-term background in both peak hours. The proposed site access intersections continue to operate acceptably. The 95th percentile queues were estimated to remain similar to long-term background as well.

8.0 Queuing Analysis

A queuing analysis was performed to determine if the 95th percentile queues would warrant a need for an auxiliary lane or if any of the queues would impact an upstream intersection/access. **Table 2** provides the 95th percentile queues for each existing and future scenario as calculated by Synchro (assuming each vehicle utilizes 25 feet of space).

It should be noted that the 95th percentile queue length is a theoretical queue that is 1.65 standard deviations above the average queue length. In theory, the 95th percentile queue would be exceeded 5% of the time based on the average queue length, but it is also possible that a queue this long may not occur.

As shown in **Table 2**, it was calculated that all queues at the study intersections are generally acceptable and can be maintained in the existing and proposed geometry. **Compared to background traffic conditions, the addition of site-generated traffic does not significantly impact projected queue lengths and no additional queue storage improvements associated with the proposed change in use were identified.**

9.0 Conclusion

The Truck Yard Restaurant project proposes to construct a casual dining restaurant and entertainment venue in the currently vacant space located south of the intersection of S Yosemite Street with Maximus Drive in Lone Tree, Colorado. Access to the site will be provided via Maximus Drive and Kimmer Drive via existing access points serving the adjacent commercial area. The property is within one mile of Lincoln Station and other multimodal facilities.

Vehicular traffic volumes associated with the project have been analyzed for the existing, buildout (Year 2028), and long-term (Year 2046) scenarios without and with the project. Using ITE trip generation rates, the project is anticipated to generate approximately 2,089 vehicle trips per day, with 370 trips occurring in the Midday peak hour and 158 trips occurring in the PM peak hour. **It was determined that the existing access configurations and transportation infrastructure are adequate to accommodate projected traffic demand, and no significant operational deficiencies are identified.** The existing roadway and intersection network was planned and constructed to accommodate a use of this type within the proposed site and as part of the surrounding retail, restaurant, and entertainment area. Overall, the transportation network in the study area is expected to function efficiently with the implementation of the proposed restaurant.

Tables and Figures:

Table 1 – Peak Hour Intersection Level of Service Summary

Table 2 – Peak Hour 95th Percentile Queue Summary

Table 3 – Trip Generation Summary

Table 4 – Trip Distribution Summary [IN REPORT]

Figure 1 – Vicinity Map

Figure 2 – Conceptual Site Plan

Figure 3 – Year 2026 Existing Traffic Volumes

Figure 4 – Year 2028 Background Traffic Volumes

Figure 5 – Year 2046 Background Traffic Volumes

Figure 6 –Trip Distribution

Figure 7 – Site-Generated Trips

Figure 8 – Year 2028 Background + Project Traffic Volumes

Figure 9 – Year 2046 Background + Project Traffic Volumes

Table 1 - Peak Hour Intersection Level of Service Summary

Intersections and Lane Groups	Year 2026 Existing				Year 2028 Background				Year 2028 Background + Project				Year 2046 Background				Year 2046 Background + Project			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
SIGNAL CONTROL																				
1. S Yosemite Street & Maximus Drive	**10.9**	**B**	**12.0**	**B**	**10.9**	**B**	**12.1**	**B**	**14.1**	**B**	**13.3**	**B**	**11.6**	**B**	**13.2**	**B**	**14.9**	**B**	**14.7**	**B**
Eastbound Approach	54.7	D	65.8	E	54.5	D	65.5	E	47.1	D	60.2	E	52.6	D	71.4	E	46.0	D	59.3	E
Eastbound Left	50.5	D	59.1	E	50.4	D	58.9	E	45.3	D	56.4	E	49.2	D	63.1	E	44.4	D	55.1	E
Eastbound Through + Right	57.8	E	70.6	E	57.6	E	70.3	E	48.3	D	62.8	E	55.3	E	77.4	E	47.2	D	62.2	E
Westbound Approach	60.2	E	71.6	E	60.2	E	71.6	E	66.7	E	71.1	E	59.7	E	66.6	E	68.4	E	74.2	E
Westbound Left	50.5	D	60.8	E	50.4	D	60.7	E	44.0	D	57.2	E	49.3	D	59.1	E	43.1	D	56.4	E
Westbound Through + Right	64.5	E	76.0	E	64.5	E	76.0	E	71.6	E	74.8	E	64.0	E	69.8	E	74.0	E	79.6	E
Northbound Approach	1.3	A	1.6	A	1.3	A	1.6	A	1.8	A	1.9	A	1.6	A	2.0	A	2.2	A	2.4	A
Northbound Left	5.7	A	7.4	A	5.8	A	7.5	A	8.3	A	8.8	A	6.7	A	9.2	A	9.4	A	11.3	B
Northbound Through	1.0	A	1.0	A	1.0	A	1.0	A	1.3	A	1.1	A	1.2	A	1.2	A	1.7	A	1.4	A
Northbound Right	0.9	A	0.9	A	0.9	A	1.0	A	1.3	A	1.1	A	1.2	A	1.1	A	1.6	A	1.3	A
Southbound Approach	8.5	A	9.4	A	8.6	A	9.5	A	11.3	B	11.0	B	9.7	A	10.6	B	12.6	B	12.9	B
Southbound Left	5.4	A	5.2	A	5.4	A	5.3	A	7.9	A	6.3	A	6.0	A	5.6	A	8.7	A	7.1	A
Southbound Through	8.8	A	9.8	A	8.9	A	9.9	A	12.1	B	11.6	B	10.1	B	11.1	B	13.5	B	13.6	B
Southbound Right	6.9	A	6.8	A	6.9	A	6.9	A	9.4	A	8.1	A	7.7	A	7.4	A	10.2	B	9.1	A
2. S Yosemite Street & Kimmer Drive	**8.8**	**A**	**9.3**	**A**	**8.8**	**A**	**9.2**	**A**	**10.4**	**B**	**9.8**	**A**	**9.0**	**A**	**9.2**	**A**	**10.6**	**B**	**9.7**	**A**
Eastbound Approach	54.6	D	64.2	E	54.6	D	64.2	E	49.7	D	63.2	E	53.7	D	63.9	E	48.8	D	63.3	E
Eastbound Left	57.4	E	67.8	E	57.4	E	67.8	E	52.1	D	66.7	E	57.1	E	67.7	E	51.7	D	67.0	E
Eastbound Through + Right	49.9	D	56.5	E	49.9	D	56.5	E	45.6	D	55.8	E	49.4	D	56.1	E	45.1	D	55.7	E
Westbound Approach	55.9	E	63.2	E	55.9	E	63.2	E	52.3	D	63.3	E	55.5	E	62.7	E	51.8	D	63.2	E
Westbound Left	56.0	E	63.4	E	56.0	E	63.4	E	54.2	D	64.6	E	55.8	E	63.0	E	53.8	D	64.6	E
Westbound Through + Right	55.7	E	63.1	E	55.7	E	63.1	E	49.1	D	61.8	E	55.1	E	62.4	E	48.5	D	61.6	E
Northbound Approach	6.2	A	6.8	A	6.3	A	6.8	A	8.1	A	7.1	A	6.8	A	7.4	A	8.9	A	7.6	A
Northbound Left	3.9	A	3.9	A	3.9	A	3.9	A	5.2	A	4.1	A	4.0	A	4.0	A	5.4	A	4.1	A
Northbound Through	6.4	A	6.9	A	6.4	A	7.0	A	8.4	A	7.3	A	7.0	A	7.6	A	9.2	A	7.8	A
Northbound Right	4.6	A	4.7	A	4.6	A	4.7	A	6.3	A	5.0	A	4.9	A	4.9	A	6.6	A	5.1	A
Southbound Approach	0.7	A	0.6	A	0.7	A	0.6	A	0.9	A	0.6	A	0.8	A	0.7	A	1.0	A	0.7	A
Southbound Left	4.1	A	4.5	A	4.1	A	4.5	A	5.7	A	4.8	A	4.7	A	5.1	A	6.4	A	5.2	A
Southbound Through	0.3	A	0.5	A	0.3	A	0.5	A	0.3	A	0.5	A	0.3	A	0.5	A	0.4	A	0.5	A
Southbound Right	0.0	A	0.1	A	0.0	A	0.1	A	0.0	A	0.1	A	0.0	A	0.1	A	0.0	A	0.1	A
3. Park Meadows Drive & Kimmer Drive	**5.5**	**A**	**6.6**	**A**	**5.5**	**A**	**6.6**	**A**	**5.8**	**A**	**6.8**	**A**	**5.5**	**A**	**6.7**	**A**	**5.8**	**A**	**6.9**	**A**
Eastbound Approach	2.8	A	3.1	A	2.8	A	3.1	A	2.8	A	3.3	A	2.8	A	3.3	A	2.9	A	3.4	A
Eastbound Left	3.8	A	4.6	A	3.8	A	4.7	A	3.9	A	4.9	A	4.1	A	5.1	A	4.2	A	5.4	A
Eastbound Through	2.7	A	3.1	A	2.7	A	3.1	A	2.8	A	3.2	A	2.8	A	3.2	A	2.8	A	3.3	A
Eastbound Right	2.2	A	2.4	A	2.2	A	2.4	A	2.3	A	2.5	A	2.3	A	2.4	A	2.3	A	2.5	A
Westbound Approach	3.3	A	3.8	A	3.3	A	3.8	A	3.4	A	4.0	A	3.4	A	4.0	A	3.5	A	4.2	A
Westbound Left	3.3	A	4.1	A	3.3	A	4.1	A	3.5	A	4.3	A	3.5	A	4.4	A	3.7	A	4.7	A
Westbound Through	3.3	A	3.8	A	3.3	A	3.8	A	3.4	A	4.0	A	3.5	A	4.0	A	3.5	A	4.2	A
Wesbound Right	3.3	A	3.7	A	3.3	A	3.8	A	3.3	A	3.9	A	3.4	A	4.0	A	3.5	A	4.2	A
Northbound Approach	27.4	C	34.4	C	27.4	C	34.4	C	28.5	C	34.3	C	27.5	C	34.2	C	28.7	C	34.1	C
Northbound Left	26.3	C	30.2	C	26.3	C	30.2	C	26.2	C	29.7	C	26.3	C	30.3	C	26.2	C	29.9	C
Northbound Through	25.9	C	29.7	C	25.9	C	29.7	C	25.8	C	29.3	C	25.9	C	29.6	C	25.8	C	29.2	C
Northbound Right	28.2	C	36.4	D	28.2	C	36.4	D	29.8	C	36.2	D	28.4	C	36.1	D	30.0	C	36.0	D
Southbound Approach	27.1	C	30.3	C	27.1	C	30.3	C	27.0	C	29.9	C	27.1	C	30.4	C	27.0	C	29.9	C
Southbound Left	27.0	C	30.7	C	27.0	C	30.7	C	26.9	C	30.2	C	26.9	C	30.8	C	26.9	C	30.3	C
Southbound Through	25.7	C	29.4	C	25.7	C	29.4	C	25.6	C	29.0	C	25.7	C	29.4	C	25.6	C	29.0	C
Southbound Right	27.4	C	30.2	C	27.4	C	30.2	C	27.3	C	29.7	C	27.5	C	30.3	C	27.4	C	29.8	C
STOP SIGN CONTROL																				
4. Park Meadows Drive & Maximus Drive	**0.8**	**A**	**0.5**	**A**	**0.8**	**A**	**0.5**	**A**	**1.1**	**A**	**0.6**	**A**	**0.9**	**A**	**0.7**	**A**	**1.3**	**A**	**0.8**	**A**
Eastbound Right	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A
Westbound Left	8.7	A	9.0	A	8.7	A	9.1	A	8.8	A	9.1	A	8.9	A	9.3	A	9.0	A	9.4	A
Northbound Left + Right	14.5	B	15.5	C	14.6	B	15.6	C	16.4	C	17.0	C	16.0	C	19.1	C	18.3	C	20.8	C
5. Maximus Drive & N Commercial Access	**7.1**	**A**	**6.2**	**A**	**7.1**	**A**	**6.2**	**A**	**7.1**	**A**	**5.9**	**A**	**7.2**	**A**	**6.1**	**A**	**7.4**	**A**	**6.0**	**A**
Eastbound Left, Through + Right	7.4	A	7.3	A	7.4	A	7.3	A	7.4	A	7.3	A	7.4	A	7.4	A	7.4	A	7.4	A
Westbound Left, Through + Right	7.3	A	0.0	A	7.3	A	0.0	A	7.5	A	7.4	A	7.3	A	7.3	A	7.6	A	7.4	A
Northbound Left, Through + Right	10.4	B	10.0	A	10.4	B	10.0	A	13.2	B	10.6	B	10.8	B	10.0	A	13.9	B	10.9	B
Southbound Left, Through + Right	9.2	A	8.9	A	9.2	A	8.9	A	9.4	A	8.9	A	9.5	A	9.0	A	9.8	A	9.1	A
6. Kimmer Drive & Forsstrom Drive	**3.1**	**A**	**3.1**	**A**	**3.1**	**A**	**3.1**	**A**	**4.5**	**A**	**3.8**	**A**	**3.3**	**A**	**3.4**	**A**	**4.7**	**A**	**4.1**	**A**
Eastbound Left	7.5	A	0.0	A	7.5	A	0.0	A	7.5	A	7.5	A	7.5	A	7.5	A	7.6	A	7.6	A
Westbound Left	7.6	A	7.5	A	7.6	A	7.5	A	7.6	A	7.5	A	7.6	A	7.5	A	7.6	A	7.5	A
Northbound Left	11.3	B	11.0	B	11.3	B	11.0	B	12.9	B	11.6	B	11.6	B	11.3	B	13.3	B	12.0	B
Northbound Through + Right	9.2	A	9.1	A	9.2	A	9.1	A	9.2	A	9.1	A	9.6	A	9.3	A	9.8	A	9.4	A
Southbound Left, Through + Right	10.1	B	9.7	A	10.1	B	9.7	A	10.2	B	9.9	A	10.4	B	10.1	B	10.5	B	10.2	B

Table 2 - Peak Hour Estimated 95th Percentile Queues

Intersections and Lane Groups	Year 2026 Existing		Year 2028 Background		Year 2028 Background + Project		Year 2046 Background		Year 2046 Background + Project	
	95th% Queue		95th% Queue		95th% Queue		95th% Queue		95th% Queue	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1. S Yosemite Street & Maximus Drive	*Signalized*		*Signalized*		*Signalized*		*Signalized*		*Signalized*	
Eastbound Left	85'	123'	85'	123'	80'	120'	98'	23'	93'	135'
Eastbound Through + Right	125'	188'	125'	188'	125'	185'	135'	218'	135'	205'
Westbound Left	50'	48'	50'	48'	45'	45'	55'	58'	50'	58'
Westbound Through + Right	130'	133'	130'	133'	265'	200'	155'	148'	288'	223'
Northbound Left	23'	43'	23'	43'	30'	48'	28'	50'	35'	58'
Northbound Through	15'	15'	15'	15'	18'	18'	18'	18'	23'	20'
Northbound Right	15'	15'	15'	15'	18'	18'	18'	18'	23'	20'
Southbound Left	18'	13'	18'	13'	58'	30'	23'	18'	63'	38'
Southbound Through	193'	293'	195'	298'	230'	328'	228'	348'	265'	390'
Southbound Right	30'	53'	30'	53'	38'	60'	35'	63'	43'	70'
2. S Yosemite Street & Kimmer Drive	*Signalized*		*Signalized*		*Signalized*		*Signalized*		*Signalized*	
Eastbound Left	38'	65'	38'	65'	35'	65'	38'	73'	35'	73'
Eastbound Through + Right	20'	28'	20'	28'	20'	28'	28'	30'	25'	30'
Westbound Left	128'	158'	128'	158'	200'	195'	135'	155'	203'	195'
Westbound Through + Right	123'	170'	123'	170'	113'	168'	133'	170'	123'	170'
Northbound Left	3'	5'	3'	5'	5'	5'	5'	5'	5'	8'
Northbound Through	178'	228'	180'	230'	218'	238'	208'	263'	245'	268'
Northbound Right	20'	20'	20'	20'	40'	28'	23'	23'	43'	28'
Southbound Left	20'	10'	20'	10'	28'	13'	23'	13'	28'	13'
Southbound Through	5'	8'	5'	8'	5'	8'	5'	10'	5'	10'
Southbound Right	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'
3. Park Meadows Drive & Kimmer Drive	*Signalized*		*Signalized*		*Signalized*		*Signalized*		*Signalized*	
Eastbound Left	5'	8'	5'	8'	5'	8'	5'	8'	8'	10'
Eastbound Through	18'	33'	18'	33'	20'	35'	20'	38'	23'	40'
Eastbound Right	3'	3'	3'	3'	3'	3'	3'	3'	3'	3'
Westbound Left	5'	10'	5'	10'	8'	13'	8'	13'	8'	15'
Westbound Through	33'	55'	33'	55'	35'	60'	38'	65'	40'	70'
Wesbound Right	33'	58'	35'	58'	35'	63'	38'	68'	40'	73'
Northbound Left	13'	15'	13'	15'	13'	15'	13'	20'	13'	20'
Northbound Through	8'	10'	8'	10'	8'	10'	8'	10'	8'	10'
Northbound Right	30'	73'	30'	73'	43'	80'	30'	73'	45'	80'
Southbound Left	23'	20'	23'	20'	23'	20'	23'	25'	23'	23'
Southbound Through	3'	5'	3'	5'	3'	5'	3'	8'	3'	8'
Southbound Right	23'	18'	23'	18'	23'	18'	25'	20'	25'	20'
4. Park Meadows Drive & Maximus Drive	*Stop-Controlled*		*Stop-Controlled*		*Stop-Controlled*		*Stop-Controlled*		*Stop-Controlled*	
Eastbound Right	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'
Westbound Left	3'	3'	3'	3'	3'	3'	3'	3'	5'	3'
Northbound Left + Right	13'	8'	13'	8'	18'	13'	15'	15'	23'	18'
5. Maximus Drive & N Commercial Access	*Stop-Controlled*		*Stop-Controlled*		*Stop-Controlled*		*Stop-Controlled*		*Stop-Controlled*	
Eastbound Left, Through + Right	5'	3'	5'	3'	5'	3'	5'	3'	5'	3'
Westbound Left, Through + Right	0'	0'	0'	0'	3'	0'	0'	0'	3'	0'
Northbound Left, Through + Right	3'	3'	3'	3'	23'	8'	5'	3'	28'	10'
Southbound Left, Through + Right	10'	8'	10'	8'	10'	8'	13'	8'	13'	8'
6. Kimmer Drive & Forsstrom Drive	*Stop-Controlled*		*Stop-Controlled*		*Stop-Controlled*		*Stop-Controlled*		*Stop-Controlled*	
Eastbound Left	0'	0'	0'	0'	0'	0'	0'	0'	3'	0'
Westbound Left	0'	0'	0'	0'	3'	0'	0'	0'	0'	0'
Northbound Left	8'	8'	8'	8'	10'	8'	10'	8'	13'	8'
Northbound Through + Right	3'	3'	3'	3'	3'	3'	3'	3'	3'	3'
Southbound Left, Through + Right	3'	0'	3'	0'	10'	5'	3'	3'	10'	5'

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Table 3 - Trip Generation

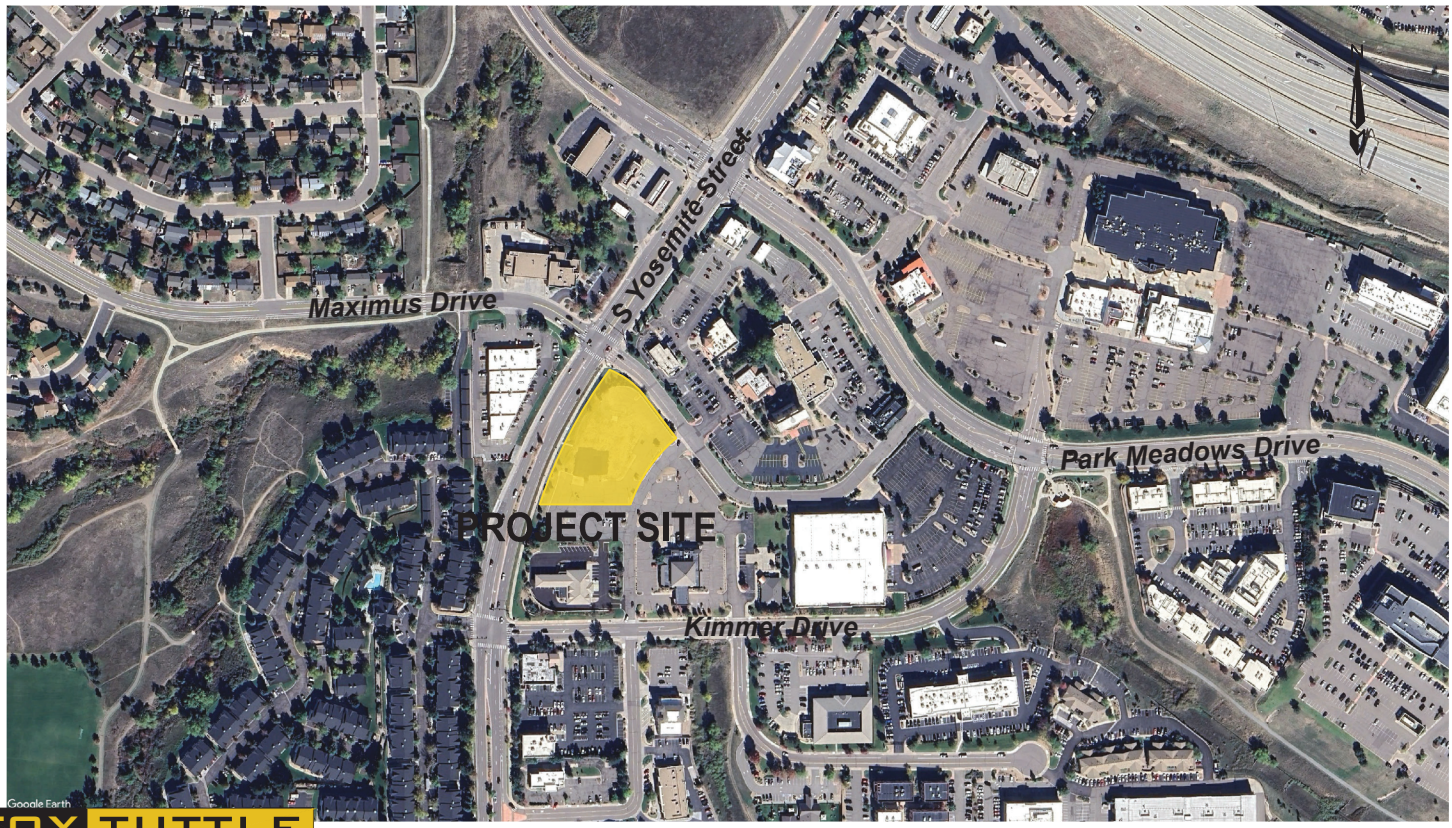
Land Use	Size	Unit	Internal Capture		Weekday											
					Average Daily				Midday Peak Hour				PM Peak Hour			
			Midday	PM	Rate	Total	In	Out	Rate	Total	In	Out	Rate	Total	In	Out
Previous Business: Restaurant & Night Club (Treo)																
931 - Fine Dining Restaurant	17.2	1,000 SF GFA	1.00	1.00	79.03	1359	680	679	3.57	61	50	11	8.10	139	96	43
Proposed Business: Restaurant & Entertainment Venue (Truck Yard)																
926 - Food Cart Pod	4	Number of Carts/Stalls	1.00	1.00	-	-	-	-	10.38	42	21	21	6.16	25	13	12
930 - Fast Casual Restaurant	9.1	1,000 SF GFA	1.00	1.00	225.89	2052	1026	1026	32.08	291	146	145	14.35	130	69	61
New Trips						***2052***	***1026***	***1026***		***333***	***167***	***166***		***155***	***82***	***73***
Difference Trips						***693***	***346***	***347***		***272***	***117***	***155***		***16***	***-14***	***30***

Sources : ITE Trip Generation 12th Edition, 2025

Area Map



Site Location



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TRUCK YARD RESTAURANT TRAFFIC IMPACT STUDY - LONE TREE, CO

VICINITY MAP

Project #	26048	Original Scale	NTS	Date	05/20/26	Drawn by	SFS	Figure #	1

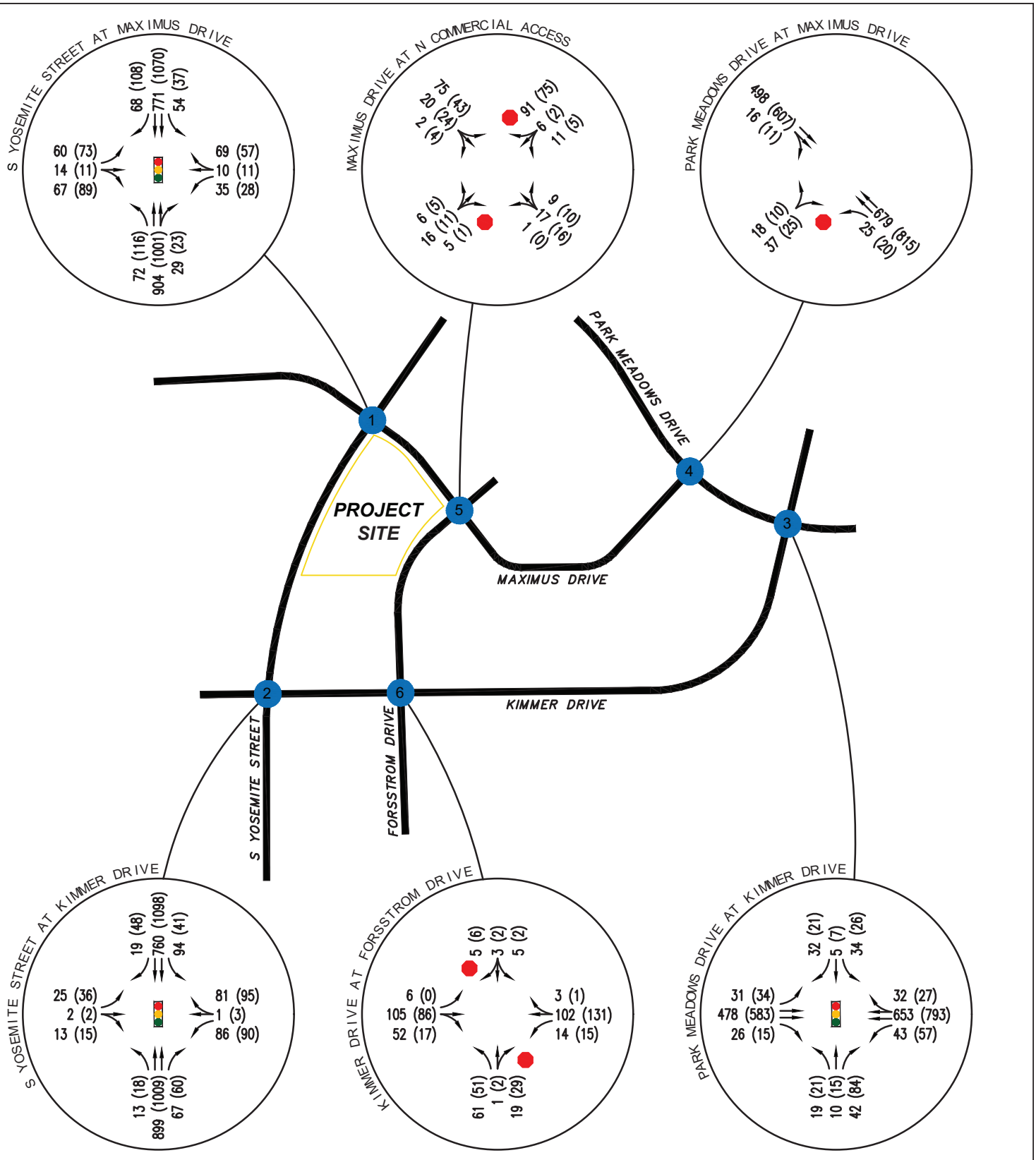


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TRUCK YARD RESTAURANT TRAFFIC IMPACT STUDY - LONE TREE, CO

SITE PLAN

Project #	26048	Original Scale	NTS	Date	05/20/26	Drawn by	SFS	Figure #	2



KEY

XX (XX) Midday/PM PEAK HOUR TRAFFIC VOLUME

X,XXX DAILY TRAFFIC VOLUME

EXISTING LANE CONFIGURATION

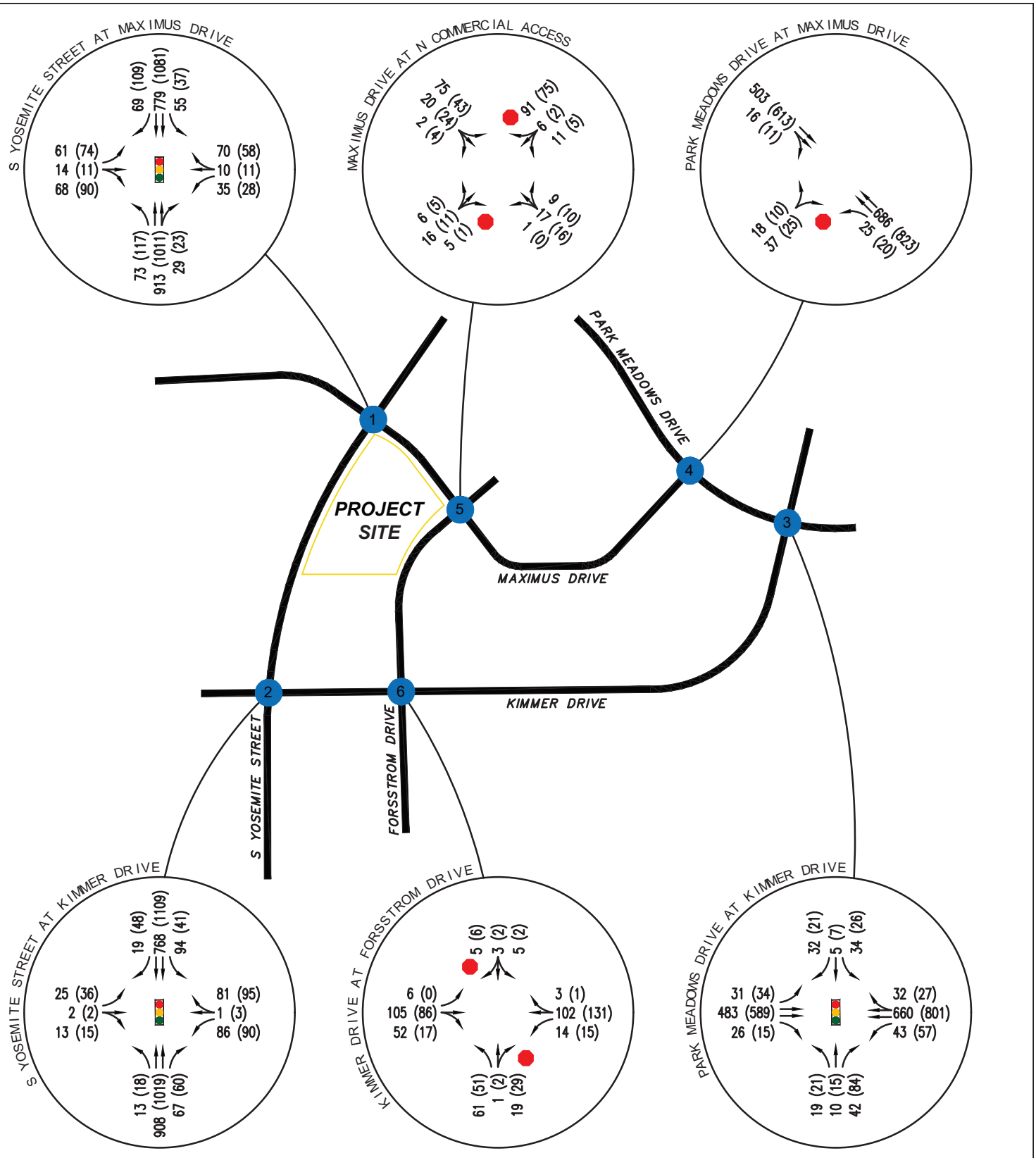
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TRUCK YARD RESTAURANT TRAFFIC IMPACT STUDY - LONE TREE, CO

EXISTING TRAFFIC VOLUMES

Project #	26048	Original Scale	NTS	Date	05/20/26	Drawn by	SFS	Figure #	3

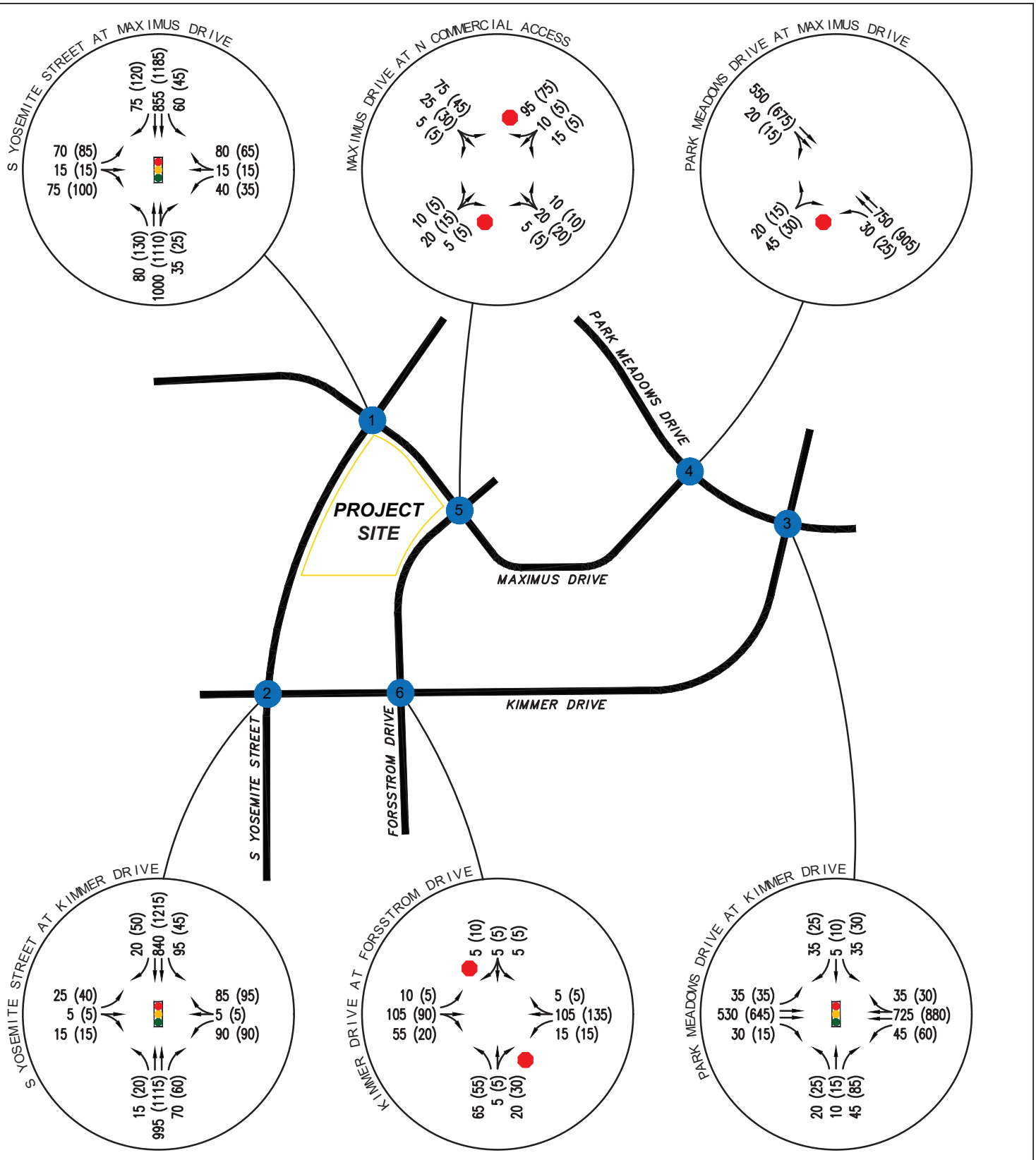


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TRUCK YARD RESTAURANT TRAFFIC IMPACT STUDY - LONE TREE, CO

YEAR 2028 BACKGROUND TRAFFIC VOLUMES

Project #	26048	Original Scale	NTS	Date	05/20/26	Drawn by	SFS	Figure #	4



KEY

XX (XX) Midday/PM PEAK HOUR TRAFFIC VOLUME

X,XXX DAILY TRAFFIC VOLUME

EXISTING LANE CONFIGURATION

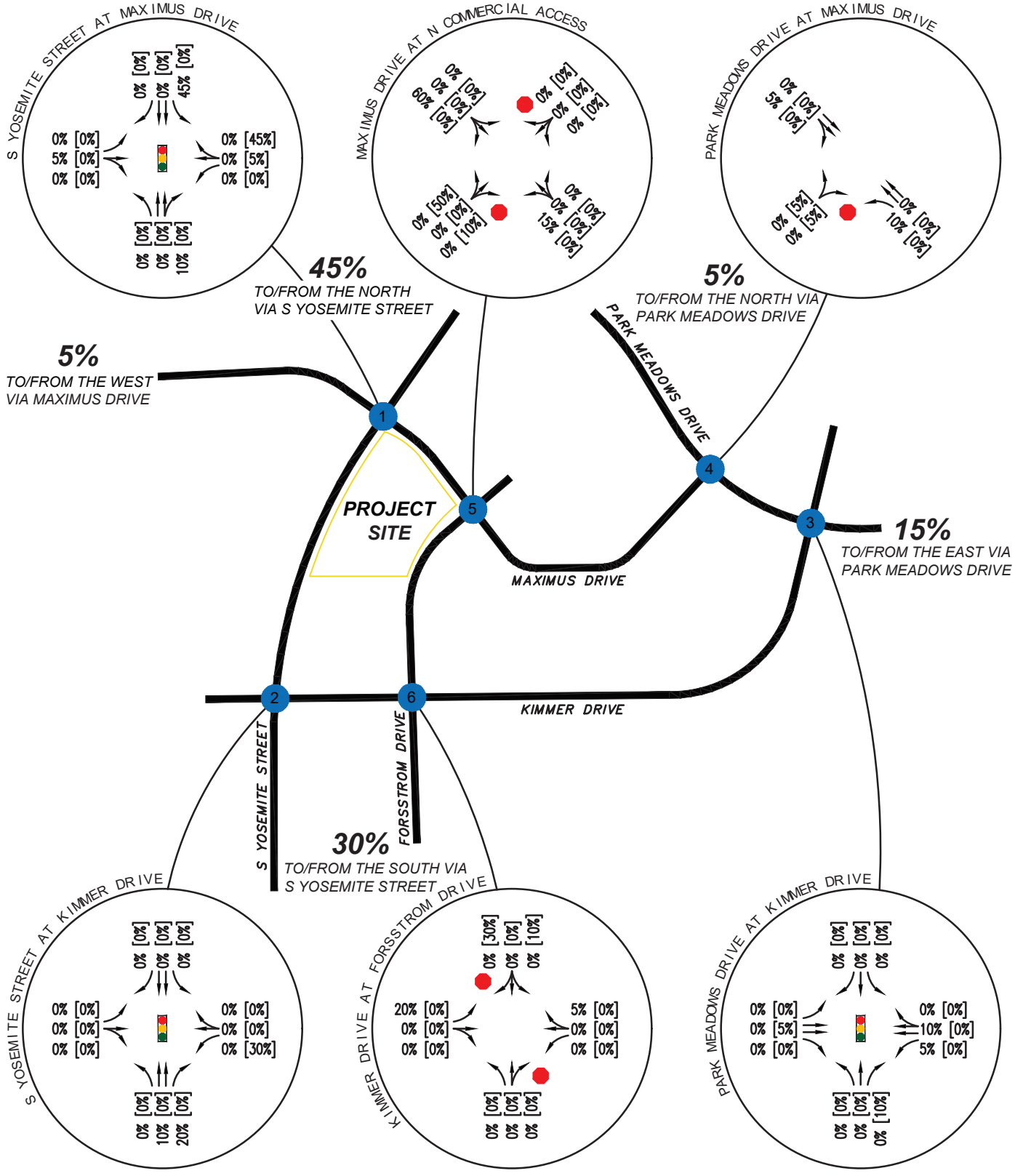
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TRUCK YARD RESTAURANT TRAFFIC IMPACT STUDY - LONE TREE, CO

YEAR 2046 BACKGROUND TRAFFIC VOLUMES

Project #	26048	Original Scale	NTS	Date	05/20/26	Drawn by	SFS	Figure #	5



KEY

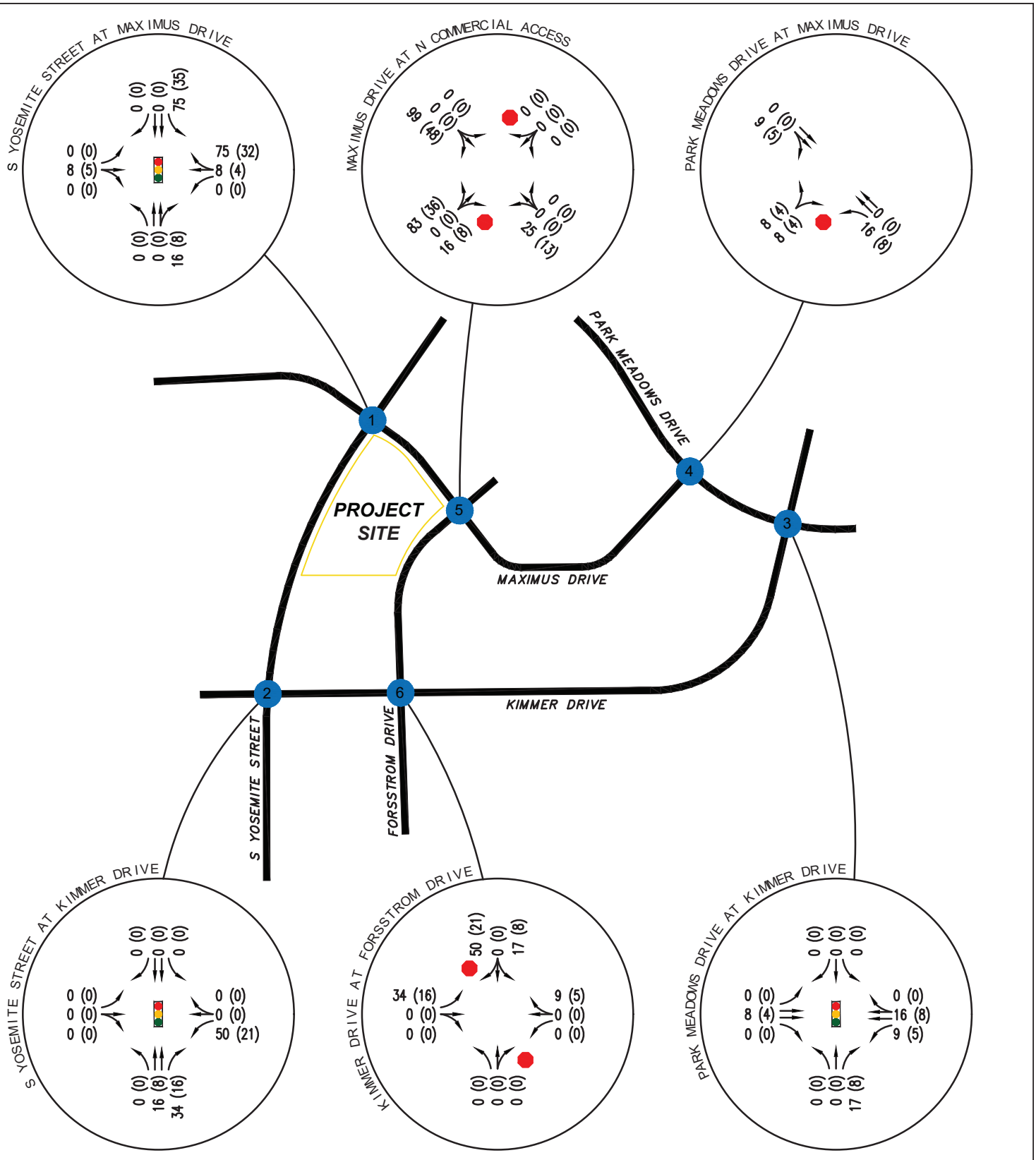
XX% [XX%] ENTER [EXIT] DISTRIBUTION PERCENTAGE

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TRUCK YARD RESTAURANT TRAFFIC IMPACT STUDY - LONE TREE, CO

SITE TRIP DISTRIBUTION

Project #	26048	Original Scale	NTS	Date	05/20/26	Drawn by	SFS	Figure #	6

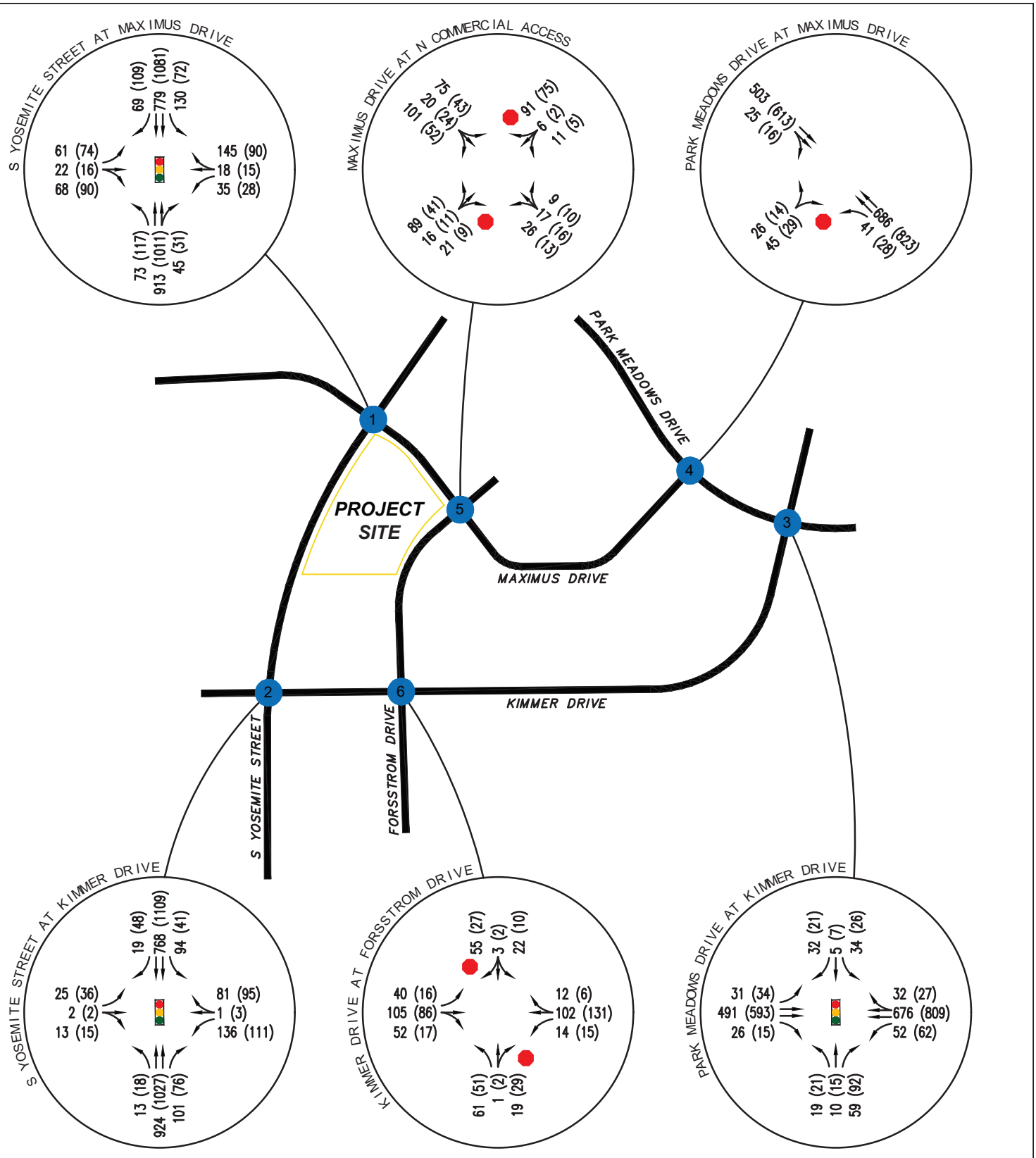


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TRUCK YARD RESTAURANT TRAFFIC IMPACT STUDY - LONE TREE, CO

SITE-GENERATED TRAFFIC VOLUMES

Project #	26048	Original Scale	NTS	Date	05/20/26	Drawn by	SFS	Figure #	7

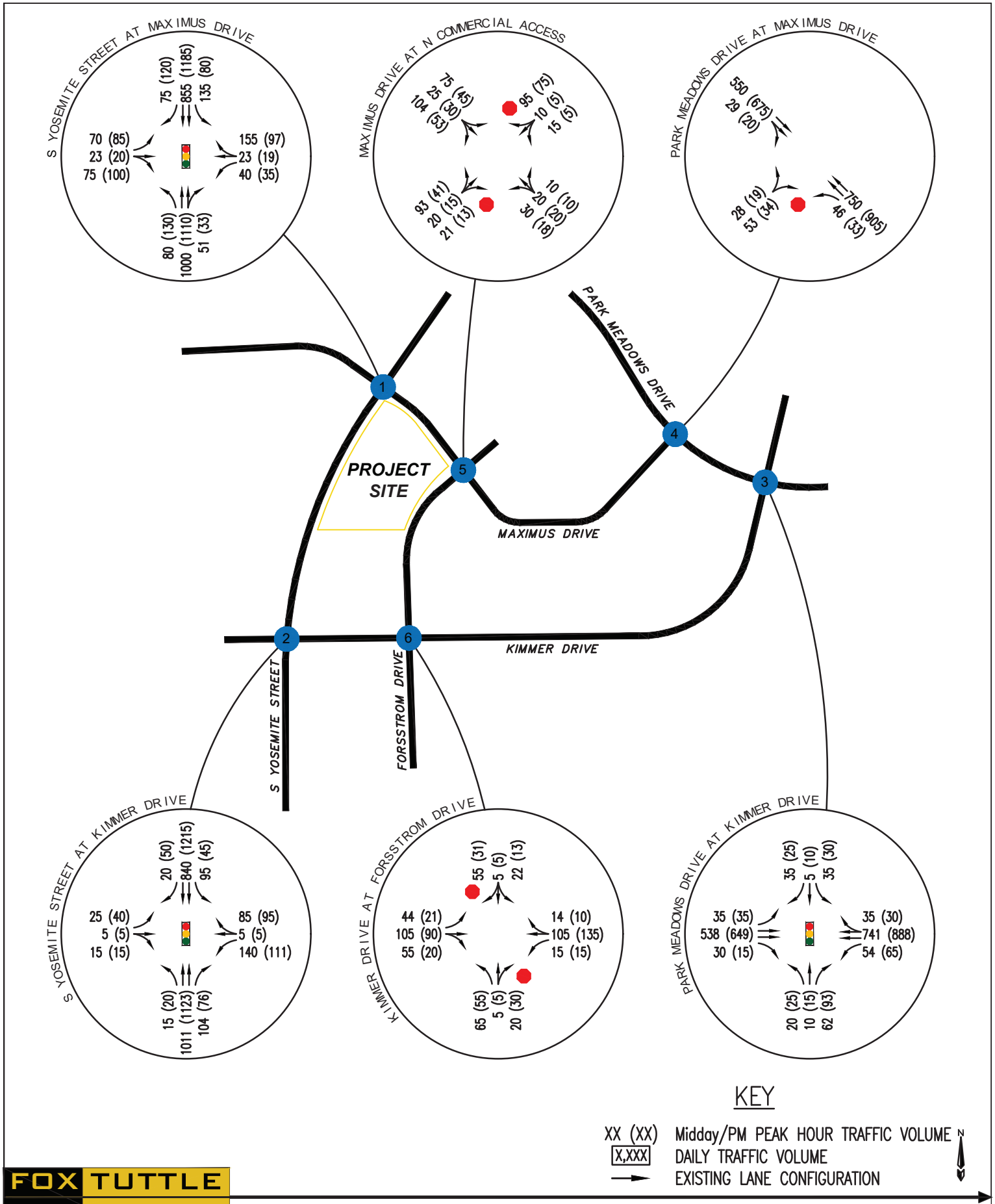


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TRUCK YARD RESTAURANT TRAFFIC IMPACT STUDY - LONE TREE, CO

YEAR 2028 BACKGROUND + PROJECT TRAFFIC VOLUMES

Project #	26048	Original Scale	NTS	Date	05/20/26	Drawn by	SFS	Figure #	8



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TRUCK YARD RESTAURANT TRAFFIC IMPACT STUDY - LONE TREE, CO

YEAR 2046 BACKGROUND + PROJECT TRAFFIC VOLUMES

Project #	26048	Original Scale	NTS	Date	05/20/26	Drawn by	SFS	Figure #	9

Appendix:

Existing Traffic Data

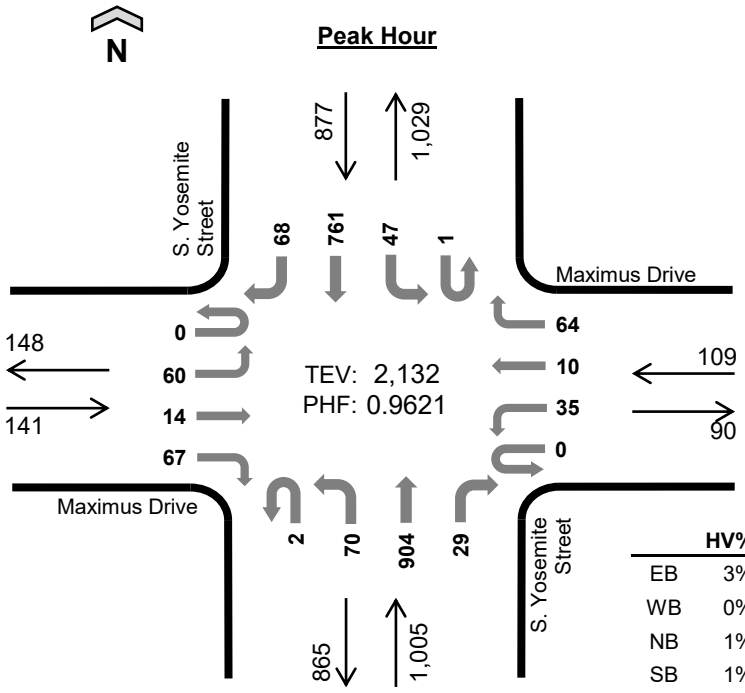
Level of Service Definitions

Intersection Capacity Worksheets

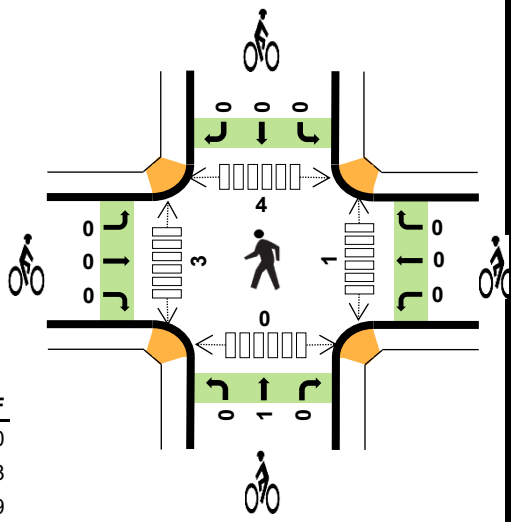
Existing Traffic Data

S. Yosemite Street
Maximus Drive

Date: 5/1/2026
Count Period: 11:00 AM to 1:00 PM
Peak Hour: 11:30 AM to 12:30 PM



	HV%	PHF
EB	3%	0.80
WB	0%	0.88
NB	1%	0.99
SB	1%	0.92
TOTAL	1%	0.96



Peak Hour Count Summaries

Peak Hour Interval Start		Maximus Drive Eastbound				Maximus Drive Westbound				S. Yosemite Street Northbound				S. Yosemite Street Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:30 AM		0	18	4	15	0	9	1	15	1	17	226	11	0	14	179	21	531	0
11:45 AM		0	20	6	18	0	10	4	17	0	19	227	8	0	13	196	16	554	0
12:00 PM		0	12	2	19	0	11	1	15	0	12	235	6	1	7	172	20	513	0
12:15 PM		0	10	2	15	0	5	4	17	1	22	216	4	0	13	214	11	534	2,132
Pk Hr	All	0	60	14	67	0	35	10	64	2	70	904	29	1	47	761	68	2,132	
	HV	0	2	0	2	0	0	0	0	0	3	9	1	0	0	3	2	22	
	HV%	-	3%	0%	3%	-	0%	0%	0%	0%	4%	1%	3%	0%	0%	0%	3%	1%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
11:30 AM	0	0	5	0	*5*	0	0	0	0	*0*	0	2	2	0	*4*
11:45 AM	2	0	0	0	*2*	0	0	1	0	*1*	1	1	2	0	*4*
12:00 PM	1	0	2	1	*4*	0	0	0	0	*0*	0	0	0	0	*0*
12:15 PM	1	0	6	4	*11*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	4	0	13	5	*22*	0	0	1	0	*1*	1	3	4	0	*8*

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Count Summaries - All Vehicles

Interval Start	Maximus Drive Eastbound				Maximus Drive Westbound				S. Yosemite Street Northbound				S. Yosemite Street Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM	0	15	1	15	0	3	2	18	0	13	219	7	1	11	141	14	460	0
11:15 AM	0	13	0	20	0	8	1	23	0	21	220	5	0	21	168	12	512	0
11:30 AM	**0**	**18**	**4**	**15**	**0**	**9**	**1**	**15**	**1**	**17**	**226**	**11**	**0**	**14**	**179**	**21**	**531**	**0**
11:45 AM	**0**	**20**	**6**	**18**	**0**	**10**	**4**	**17**	**0**	**19**	**227**	**8**	**0**	**13**	**196**	**16**	**554**	**2,057**
12:00 PM	**0**	**12**	**2**	**19**	**0**	**11**	**1**	**15**	**0**	**12**	**235**	**6**	**1**	**7**	**172**	**20**	**513**	**2,110**
12:15 PM	**0**	**10**	**2**	**15**	**0**	**5**	**4**	**17**	**1**	**22**	**216**	**4**	**0**	**13**	**214**	**11**	**534**	**2,132**
12:30 PM	0	14	5	18	0	4	1	22	0	15	191	8	0	9	217	15	519	2,120
12:45 PM	0	12	4	17	0	8	0	13	1	10	224	7	0	10	200	18	524	2,090
Count Total	0	114	24	137	0	58	14	140	3	129	1,758	56	2	98	1,487	127	4,147	
Pk Hr All	**0**	**60**	**14**	**67**	**0**	**35**	**10**	**64**	**2**	**70**	**904**	**29**	**1**	**47**	**761**	**68**	**2,132**	
Pk Hr HV	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**9**	**1**	**0**	**0**	**3**	**2**	**22**	
Pk Hr HV%	**-**	**3%**	**0%**	**3%**	**-**	**0%**	**0%**	**0%**	**0%**	**4%**	**1%**	**3%**	**0%**	**0%**	**0%**	**3%**	**1%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
11:00 AM	1	0	3	0	*4*	1	0	0	0	*1*	0	0	1	0	*1*
11:15 AM	1	0	1	4	*6*	0	0	1	0	*1*	2	1	0	0	*3*
11:30 AM	**0**	**0**	**5**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**4**
11:45 AM	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**1**	**1**	**1**	**2**	**0**	**4**
12:00 PM	**1**	**0**	**2**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:15 PM	**1**	**0**	**6**	**4**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:30 PM	2	0	4	1	*7*	1	0	0	2	*3*	0	0	0	0	*0*
12:45 PM	0	0	5	1	*6*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	8	0	26	11	*45*	2	0	2	2	*6*	3	4	5	0	*12*
Peak Hour	**4**	**0**	**13**	**5**	***22***	**0**	**0**	**1**	**0**	***1***	**1**	**3**	**4**	**0**	**8**

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Count Summaries - Heavy Vehicles

Interval Start	Maximus Drive				Maximus Drive				S. Yosemite Street				S. Yosemite Street				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	4	0
11:15 AM	0	0	0	1	0	0	0	0	0	0	1	0	0	1	3	0	6	0
11:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**1**	**0**	**0**	**0**	**0**	**5**	**0**
11:45 AM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**17**
12:00 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**4**	**17**
12:15 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**0**	**0**	**0**	**2**	**2**	**11**	**22**
12:30 PM	0	0	0	2	0	0	0	0	0	2	2	0	0	0	1	0	7	24
12:45 PM	0	0	0	0	0	0	0	0	0	0	4	1	0	0	1	0	6	28
Count Total	0	3	0	5	0	0	0	0	0	5	19	2	0	1	8	2	45	
Pk Hr Heavy	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**9**	**1**	**0**	**0**	**3**	**2**	**22**	

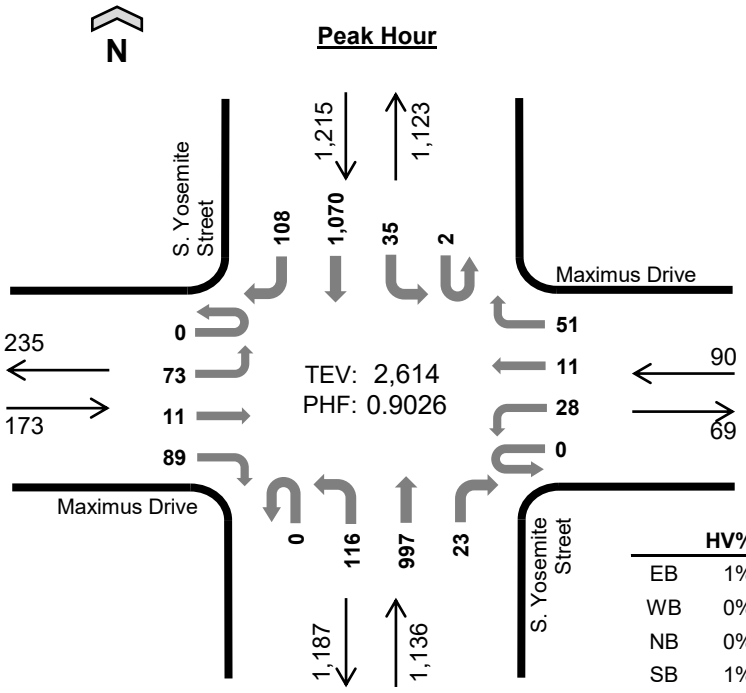
Count Summaries - Bikes

Interval Start	Maximus Drive				Maximus Drive				S. Yosemite Street				S. Yosemite Street				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
11:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**3**
12:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
12:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
12:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	3	4
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Count Total	0	0	1	1	0	0	0	0	0	0	2	0	0	0	2	0	6	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	

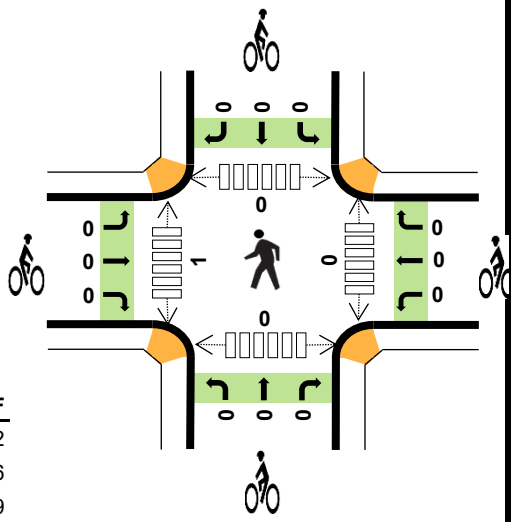
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S. Yosemite Street
Maximus Drive

Date: 5/1/2026
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM



	HV%	PHF
EB	1%	0.92
WB	0%	0.66
NB	0%	0.89
SB	1%	0.93
TOTAL	1%	0.90



Peak Hour Count Summaries

Peak Hour Interval Start	Maximus Drive Eastbound				Maximus Drive Westbound				S. Yosemite Street Northbound				S. Yosemite Street Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	20	1	25	0	8	6	20	0	31	283	5	0	8	288	29	724	0
4:15 PM	0	15	5	19	0	5	1	9	0	26	231	13	0	9	287	20	640	0
4:30 PM	0	20	3	18	0	10	3	15	0	25	239	3	1	11	261	22	631	0
4:45 PM	0	18	2	27	0	5	1	7	0	34	244	2	1	7	234	37	619	2,614
Pk Hr All	0	73	11	89	0	28	11	51	0	116	997	23	2	35	1,070	108	2,614	
Pk Hr HV	0	1	0	0	0	0	0	0	0	2	3	0	0	0	6	2	14	
Pk Hr HV%	-	1%	0%	0%	-	0%	0%	0%	-	2%	0%	0%	0%	0%	1%	2%	1%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	0	0	1	*1*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	1	0	1	2	*4*	0	0	0	0	*0*	0	1	0	0	*1*
4:30 PM	0	0	2	2	*4*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	0	0	2	3	*5*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	1	0	5	8	*14*	0	0	0	0	*0*	0	1	0	0	*1*

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Count Summaries - All Vehicles

Interval Start	Maximus Drive Eastbound				Maximus Drive Westbound				S. Yosemite Street Northbound				S. Yosemite Street Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**20**	**1**	**25**	**0**	**8**	**6**	**20**	**0**	**31**	**283**	**5**	**0**	**8**	**288**	**29**	**724**	0
4:15 PM	**0**	**15**	**5**	**19**	**0**	**5**	**1**	**9**	**0**	**26**	**231**	**13**	**0**	**9**	**287**	**20**	**640**	**0**
4:30 PM	**0**	**20**	**3**	**18**	**0**	**10**	**3**	**15**	**0**	**25**	**239**	**3**	**1**	**11**	**261**	**22**	**631**	**0**
4:45 PM	**0**	**18**	**2**	**27**	**0**	**5**	**1**	**7**	**0**	**34**	**244**	**2**	**1**	**7**	**234**	**37**	**619**	**2,614**
5:00 PM	0	15	2	28	0	11	4	15	0	31	221	6	0	11	271	24	639	2,529
5:15 PM	0	18	3	16	0	6	0	17	0	22	205	5	0	8	246	20	566	2,455
5:30 PM	0	12	3	16	0	8	2	11	1	23	219	5	0	5	217	24	546	2,370
5:45 PM	0	13	3	21	0	1	5	11	0	21	188	4	0	7	176	30	480	2,231
Count Total	0	131	22	170	0	54	22	105	1	213	1,830	43	2	66	1,980	206	4,845	
Pk Hr All	**0**	**73**	**11**	**89**	**0**	**28**	**11**	**51**	**0**	**116**	**997**	**23**	**2**	**35**	**1,070**	**108**	**2,614**	
Pk Hr HV	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**3**	**0**	**0**	**0**	**6**	**2**	**14**	
Pk Hr HV%	**-**	**1%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**2%**	**0%**	**0%**	**0%**	**0%**	**1%**	**2%**	**1%**	

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) E	W	N	S	Total
4:00 PM	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:15 PM	**1**	**0**	**1**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**
4:30 PM	**0**	**0**	**2**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**0**	**2**	**3**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:00 PM	1	0	1	0	*2*	0	0	0	0	*0*	1	0	0	0	*1*
5:15 PM	0	0	2	1	*3*	0	0	0	0	*0*	0	1	0	0	*1*
5:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	2	1	0	0	*3*
5:45 PM	0	0	2	2	*4*	0	0	0	0	*0*	0	2	2	0	*4*
Count Total	2	0	10	11	*23*	0	0	0	0	*0*	3	5	2	0	*10*
Peak Hour	**1**	**0**	**5**	**8**	***14***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	**1**

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Count Summaries - Heavy Vehicles

Interval Start	Maximus Drive				Maximus Drive				S. Yosemite Street				S. Yosemite Street				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	0
4:15 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**4**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**1**	**4**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**1**	**5**	**14**
5:00 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	15
5:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	14
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
5:45 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	4	9
Count Total	0	2	0	0	0	0	0	0	0	3	7	0	0	0	9	2	23	
Pk Hr Heavy	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**3**	**0**	**0**	**0**	**6**	**2**	**14**	

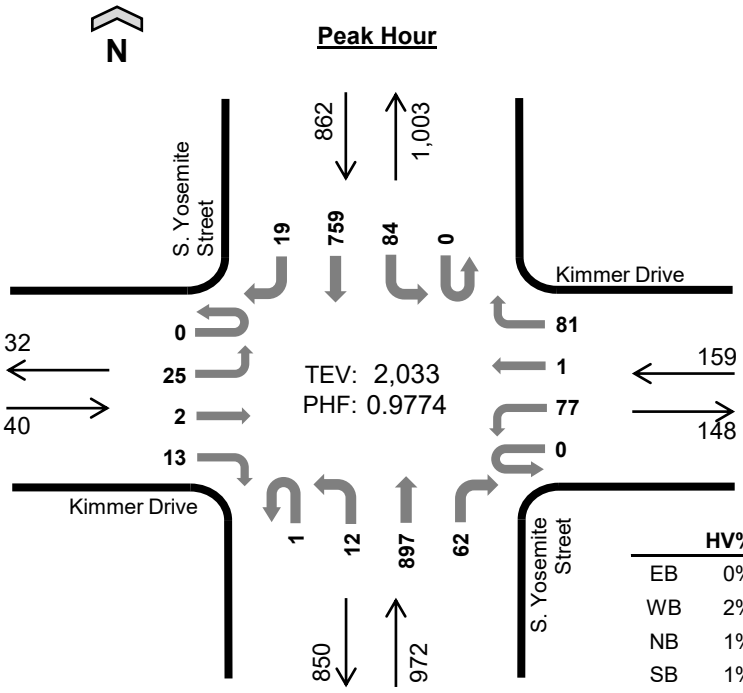
Count Summaries - Bikes

Interval Start	Maximus Drive				Maximus Drive				S. Yosemite Street				S. Yosemite Street				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

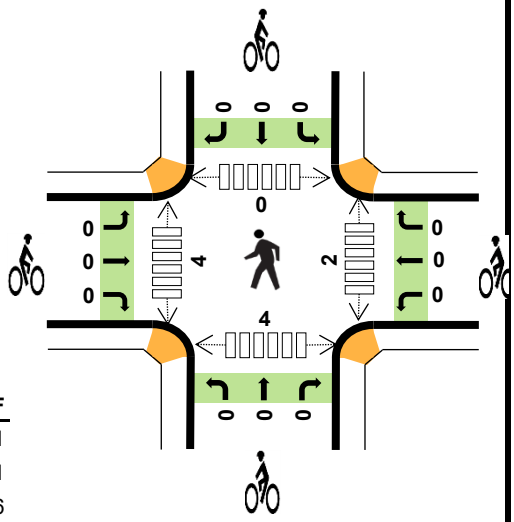
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S. Yosemite Street
Kimmer Drive

Date: 5/1/2026
Count Period: 11:00 AM to 1:00 PM
Peak Hour: 11:30 AM to 12:30 PM



	HV%	PHF
EB	0%	0.71
WB	2%	0.81
NB	1%	0.96
SB	1%	0.92
TOTAL	1%	0.98



Peak Hour Count Summaries

Peak Hour Interval Start		Kimmer Drive Eastbound				Kimmer Drive Westbound				S. Yosemite Street Northbound				S. Yosemite Street Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:30 AM		0	9	1	4	0	14	0	19	0	2	228	19	0	21	176	4	497	0
11:45 AM		0	5	0	3	0	21	0	23	0	1	226	18	0	23	195	5	520	0
12:00 PM		0	5	1	3	0	26	0	23	0	3	236	14	0	10	189	4	514	0
12:15 PM		0	6	0	3	0	16	1	16	1	6	207	11	0	30	199	6	502	2,033
Pk Hr	All	0	25	2	13	0	77	1	81	1	12	897	62	0	84	759	19	2,033	
	HV	0	0	0	0	0	2	0	1	0	0	12	2	0	1	3	1	22	
	HV%	-	0%	0%	0%	-	3%	0%	1%	0%	0%	1%	3%	-	1%	0%	5%	1%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
11:30 AM	0	0	5	0	*5*	0	0	0	0	*0*	0	2	0	1	*3*
11:45 AM	0	1	1	0	*2*	0	0	0	0	*0*	2	1	0	3	*6*
12:00 PM	0	0	4	2	*6*	0	0	0	0	*0*	0	1	0	0	*1*
12:15 PM	0	2	4	3	*9*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	0	3	14	5	*22*	0	0	0	0	*0*	2	4	0	4	*10*

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Count Summaries - All Vehicles

Interval Start	Kimmer Drive				Kimmer Drive				S. Yosemite Street				S. Yosemite Street				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM	0	7	1	4	0	27	1	19	0	3	212	8	0	13	139	4	438	0
11:15 AM	0	5	1	2	0	14	0	15	0	0	227	16	0	13	178	8	479	0
11:30 AM	**0**	**9**	**1**	**4**	**0**	**14**	**0**	**19**	**0**	**2**	**228**	**19**	**0**	**21**	**176**	**4**	**497**	**0**
11:45 AM	**0**	**5**	**0**	**3**	**0**	**21**	**0**	**23**	**0**	**1**	**226**	**18**	**0**	**23**	**195**	**5**	**520**	**1,934**
12:00 PM	**0**	**5**	**1**	**3**	**0**	**26**	**0**	**23**	**0**	**3**	**236**	**14**	**0**	**10**	**189**	**4**	**514**	**2,010**
12:15 PM	**0**	**6**	**0**	**3**	**0**	**16**	**1**	**16**	**1**	**6**	**207**	**11**	**0**	**30**	**199**	**6**	**502**	**2,033**
12:30 PM	0	7	2	5	0	19	0	22	0	2	185	16	0	31	201	5	495	2,031
12:45 PM	0	1	2	3	0	14	0	30	0	2	213	16	0	30	196	5	512	2,023
Count Total	0	45	8	27	0	151	2	167	1	19	1,734	118	0	171	1,473	41	3,957	
Pk Hr All	**0**	**25**	**2**	**13**	**0**	**77**	**1**	**81**	**1**	**12**	**897**	**62**	**0**	**84**	**759**	**19**	**2,033**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**12**	**2**	**0**	**1**	**3**	**1**	**22**	
Pk Hr HV%	**-**	**0%**	**0%**	**0%**	**-**	**3%**	**0%**	**1%**	**0%**	**0%**	**1%**	**3%**	**-**	**1%**	**0%**	**5%**	**1%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
11:00 AM	0	0	3	0	*3*	0	0	1	1	*2*	0	0	0	0	*0*
11:15 AM	0	0	1	4	*5*	0	0	3	0	*3*	0	3	0	1	*4*
11:30 AM	**0**	**0**	**5**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**3**
11:45 AM	**0**	**1**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**3**	**6**
12:00 PM	**0**	**0**	**4**	**2**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**
12:15 PM	**0**	**2**	**4**	**3**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:30 PM	0	0	5	3	*8*	0	0	0	1	*1*	0	2	0	1	*3*
12:45 PM	1	0	5	1	*7*	0	0	0	0	*0*	1	0	0	0	*1*
Count Total	1	3	28	13	*45*	0	0	4	2	*6*	3	9	0	6	*18*
Peak Hour	**0**	**3**	**14**	**5**	***22***	**0**	**0**	**0**	**0**	***0***	**2**	**4**	**0**	**4**	**10**

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Count Summaries - Heavy Vehicles

Interval Start	Kimmer Drive				Kimmer Drive				S. Yosemite Street				S. Yosemite Street				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	5	0
11:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**5**	**0**
11:45 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**15**
12:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**0**	**1**	**1**	**0**	**6**	**18**
12:15 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**4**	**0**	**0**	**0**	**2**	**1**	**9**	**22**
12:30 PM	0	0	0	0	0	0	0	0	0	0	4	1	0	0	3	0	8	25
12:45 PM	0	0	0	1	0	0	0	0	0	0	5	0	0	0	1	0	7	30
Count Total	0	0	0	1	0	2	0	1	0	0	25	3	0	1	11	1	45	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**12**	**2**	**0**	**1**	**3**	**1**	**22**	

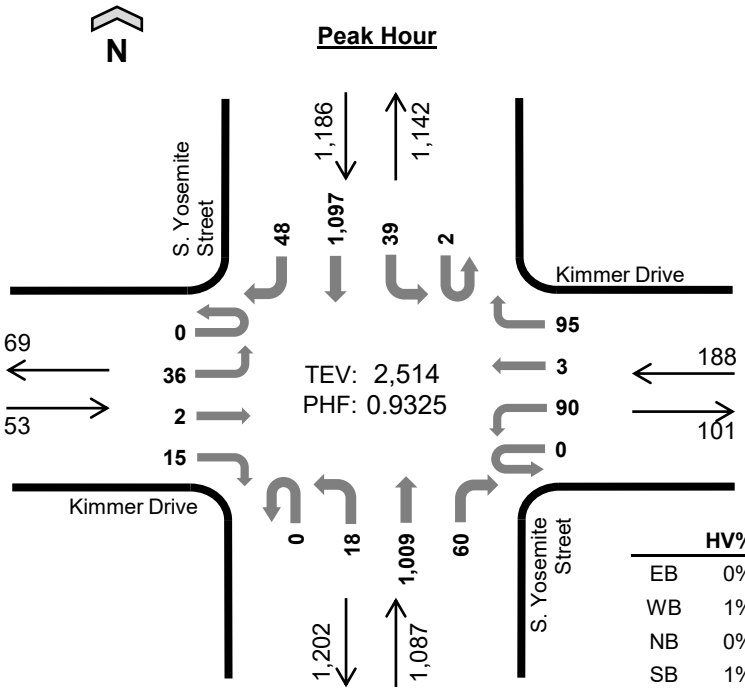
Count Summaries - Bikes

Interval Start	Kimmer Drive				Kimmer Drive				S. Yosemite Street				S. Yosemite Street				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	0
11:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**
12:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
12:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	6	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

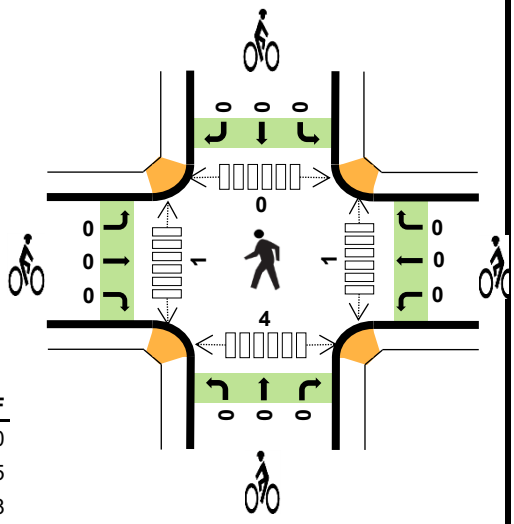
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S. Yosemite Street
Kimmer Drive

Date: 5/1/2026
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM



	HV%	PHF
EB	0%	0.70
WB	1%	0.85
NB	0%	0.98
SB	1%	0.92
TOTAL	0%	0.93



Peak Hour Count Summaries

Peak Hour Interval Start		Kimmer Drive Eastbound				Kimmer Drive Westbound				S. Yosemite Street Northbound				S. Yosemite Street Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		**0**	**14**	**0**	**5**	**0**	**18**	**2**	**35**	**0**	**4**	**265**	**9**	**0**	**12**	**294**	**16**	**674**	**0**
4:15 PM		**0**	**8**	**1**	**4**	**0**	**25**	**0**	**18**	**0**	**5**	**251**	**13**	**1**	**14**	**281**	**12**	**633**	**0**
4:30 PM		**0**	**3**	**1**	**4**	**0**	**22**	**0**	**15**	**0**	**5**	**245**	**17**	**1**	**8**	**276**	**10**	**607**	**0**
4:45 PM		**0**	**11**	**0**	**2**	**0**	**25**	**1**	**27**	**0**	**4**	**248**	**21**	**0**	**5**	**246**	**10**	**600**	**2,514**
Pk Hr	All	**0**	**36**	**2**	**15**	**0**	**90**	**3**	**95**	**0**	**18**	**1,009**	**60**	**2**	**39**	**1,097**	**48**	**2,514**	
	HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	**0**	**0**	**0**	**6**	**0**	**11**	
	HV%	-	**0%**	**0%**	**0%**	-	**0%**	**0%**	**1%**	-	**0%**	**0%**	**0%**	**0%**	**0%**	**1%**	**0%**	**0%**	

Note: For complete count summary (all intervals), see following pages.

*** Heavy Vehicle Classifications include FHWA Classes 4-13.*

*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) E	W	N	S	Total
4:00 PM	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:15 PM	**0**	**0**	**1**	**2**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:30 PM	**0**	**0**	**2**	**1**	***3***	**0**	**0**	**0**	**0**	***0***	**1**	**1**	**0**	**0**	***2***
4:45 PM	**0**	**1**	**1**	**2**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**4**	***4***
Peak Hour	**0**	**1**	**4**	**6**	***11***	**0**	**0**	**0**	**0**	***0***	**1**	**1**	**0**	**4**	***6***

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Count Summaries - All Vehicles

Interval Start	Kimmer Drive				Kimmer Drive				S. Yosemite Street				S. Yosemite Street				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**14**	**0**	**5**	**0**	**18**	**2**	**35**	**0**	**4**	**265**	**9**	**0**	**12**	**294**	**16**	**674**	0
4:15 PM	**0**	**8**	**1**	**4**	**0**	**25**	**0**	**18**	**0**	**5**	**251**	**13**	**1**	**14**	**281**	**12**	**633**	**0**
4:30 PM	**0**	**3**	**1**	**4**	**0**	**22**	**0**	**15**	**0**	**5**	**245**	**17**	**1**	**8**	**276**	**10**	**607**	**0**
4:45 PM	**0**	**11**	**0**	**2**	**0**	**25**	**1**	**27**	**0**	**4**	**248**	**21**	**0**	**5**	**246**	**10**	**600**	**2,514**
5:00 PM	0	4	2	3	0	23	1	27	0	10	227	16	0	6	294	12	625	2,465
5:15 PM	0	10	2	4	0	24	0	15	0	4	207	12	0	6	245	19	548	2,380
5:30 PM	0	14	0	1	0	12	3	10	0	5	215	9	0	5	225	12	511	2,284
5:45 PM	0	8	1	9	0	10	0	8	1	5	201	5	0	4	181	11	444	2,128
Count Total	0	72	7	32	0	159	7	155	1	42	1,859	102	2	60	2,042	102	4,642	
Pk Hr All	**0**	**36**	**2**	**15**	**0**	**90**	**3**	**95**	**0**	**18**	**1,009**	**60**	**2**	**39**	**1,097**	**48**	**2,514**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	**0**	**0**	**0**	**6**	**0**	**11**	
Pk Hr HV%	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**1%**	**-**	**0%**	**0%**	**0%**	**0%**	**0%**	**1%**	**0%**	**0%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:15 PM	**0**	**0**	**1**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	**0**	**0**	**2**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**2**
4:45 PM	**0**	**1**	**1**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**4**
5:00 PM	0	1	1	0	*2*	0	0	0	0	*0*	1	0	0	0	*1*
5:15 PM	0	1	2	1	*4*	0	0	0	0	*0*	0	1	0	0	*1*
5:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	1	0	0	*1*
5:45 PM	0	0	2	2	*4*	0	1	0	0	*1*	0	2	0	0	*2*
Count Total	0	3	9	9	*21*	0	1	0	0	*1*	2	5	0	4	*11*
Peak Hour	**0**	**1**	**4**	**6**	***11***	**0**	**0**	**0**	**0**	***0***	**1**	**1**	**0**	**4**	**6**

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Count Summaries - Heavy Vehicles

Interval Start	Kimmer Drive				Kimmer Drive				S. Yosemite Street				S. Yosemite Street				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**3**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**3**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**4**	**11**
5:00 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2	12
5:15 PM	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	0	4	13
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
5:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	10
Count Total	0	0	0	0	0	1	0	2	0	0	8	1	0	0	9	0	21	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	**0**	**0**	**0**	**6**	**0**	**11**	

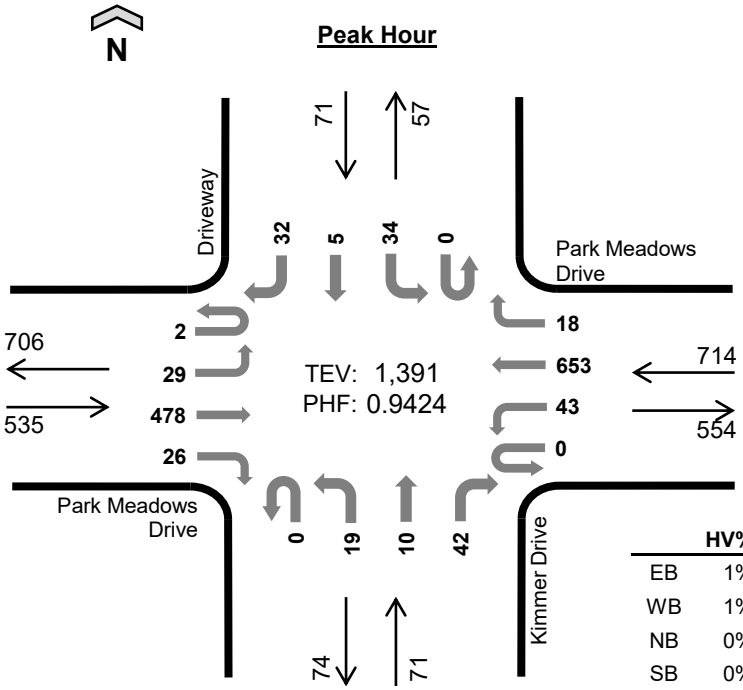
Count Summaries - Bikes

Interval Start	Kimmer Drive				Kimmer Drive				S. Yosemite Street				S. Yosemite Street				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
Count Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

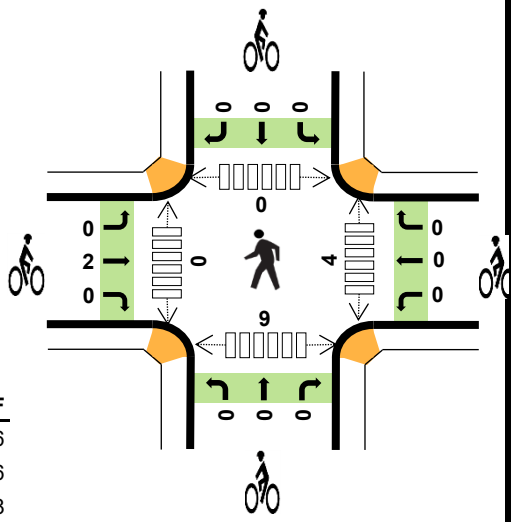
TJ Wethington
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tj.wethington@idaxdata.com

Kimmer Drive
Park Meadows Drive

Date: 5/1/2026
Count Period: 11:00 AM to 1:00 PM
Peak Hour: 12:00 PM to 1:00 PM



	HV%	PHF
EB	1%	0.86
WB	1%	0.86
NB	0%	0.68
SB	0%	0.74
TOTAL	1%	0.94



Peak Hour Count Summaries

Peak Hour Interval Start		Park Meadows Drive Eastbound				Park Meadows Drive Westbound				Kimmer Drive Northbound				Driveway Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
12:00 PM		0	6	105	8	0	14	188	5	0	3	0	9	0	8	1	7	354	0
12:15 PM		0	8	98	7	0	8	148	2	0	9	5	12	0	6	2	3	308	0
12:30 PM		0	12	129	6	0	11	162	8	0	3	4	14	0	10	0	10	369	0
12:45 PM		2	3	146	5	0	10	155	3	0	4	1	7	0	10	2	12	360	1,391
Pk Hr	All	2	29	478	26	0	43	653	18	0	19	10	42	0	34	5	32	1,391	
	HV	0	0	5	0	0	0	4	0	0	0	0	0	0	0	0	0	9	
	HV%	0%	0%	1%	0%	-	0%	1%	0%	-	0%	0%	0%	-	0%	0%	0%	1%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
12:00 PM	1	2	0	0	*3*	0	0	0	0	*0*	1	0	0	1	*2*
12:15 PM	1	0	0	0	*1*	0	0	0	0	*0*	2	0	0	4	*6*
12:30 PM	2	2	0	0	*4*	1	0	0	0	*1*	1	0	0	2	*3*
12:45 PM	1	0	0	0	*1*	1	0	0	0	*1*	0	0	0	2	*2*
Peak Hour	5	4	0	0	*9*	2	0	0	0	*2*	4	0	0	9	*13*

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Count Summaries - All Vehicles

Interval Start	Park Meadows Drive				Park Meadows Drive				Kimmer Drive				Driveway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM	0	4	78	4	0	9	185	5	0	0	0	10	0	3	0	0	298	0
11:15 AM	1	3	97	3	0	7	186	3	0	4	0	11	0	6	0	5	326	0
11:30 AM	1	3	85	9	0	9	200	2	0	2	5	11	0	5	1	4	337	0
11:45 AM	0	9	93	5	0	17	164	2	0	4	5	17	0	3	3	5	327	1,288
12:00 PM	**0**	**6**	**105**	**8**	**0**	**14**	**188**	**5**	**0**	**3**	**0**	**9**	**0**	**8**	**1**	**7**	**354**	**1,344**
12:15 PM	**0**	**8**	**98**	**7**	**0**	**8**	**148**	**2**	**0**	**9**	**5**	**12**	**0**	**6**	**2**	**3**	**308**	**1,326**
12:30 PM	**0**	**12**	**129**	**6**	**0**	**11**	**162**	**8**	**0**	**3**	**4**	**14**	**0**	**10**	**0**	**10**	**369**	**1,358**
12:45 PM	**2**	**3**	**146**	**5**	**0**	**10**	**155**	**3**	**0**	**4**	**1**	**7**	**0**	**10**	**2**	**12**	**360**	**1,391**
Count Total	4	48	831	47	0	85	1,388	30	0	29	20	91	0	51	9	46	2,679	
Pk Hr All	**2**	**29**	**478**	**26**	**0**	**43**	**653**	**18**	**0**	**19**	**10**	**42**	**0**	**34**	**5**	**32**	**1,391**	
Pk Hr HV	**0**	**0**	**5**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	
Pk Hr HV%	**0%**	**0%**	**1%**	**0%**	**-**	**0%**	**1%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**1%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
11:00 AM	0	1	0	0	*1*	0	0	0	0	*0*	3	0	0	0	*3*
11:15 AM	0	5	0	0	*5*	0	0	0	0	*0*	0	0	0	0	*0*
11:30 AM	0	1	0	1	*2*	0	0	0	0	*0*	0	0	0	0	*0*
11:45 AM	1	1	0	0	*2*	0	0	0	0	*0*	3	0	0	2	*5*
12:00 PM	**1**	**2**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**2**
12:15 PM	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**4**	**6**
12:30 PM	**2**	**2**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**2**	**3**
12:45 PM	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**2**
Count Total	6	12	0	1	*19*	2	0	0	0	*2*	10	0	0	11	*21*
Peak Hour	**5**	**4**	**0**	**0**	***9***	**2**	**0**	**0**	**0**	***2***	**4**	**0**	**0**	**9**	**13**

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Count Summaries - Heavy Vehicles

Interval Start	Park Meadows Drive				Park Meadows Drive				Kimmer Drive				Driveway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
11:15 AM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	5	0
11:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2	0
11:45 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	10
12:00 PM	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**12**
12:15 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**8**
12:30 PM	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**10**
12:45 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**9**
Count Total	0	0	6	0	0	0	12	0	0	0	0	0	0	1	0	0	19	
Pk Hr Heavy	**0**	**0**	**5**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	

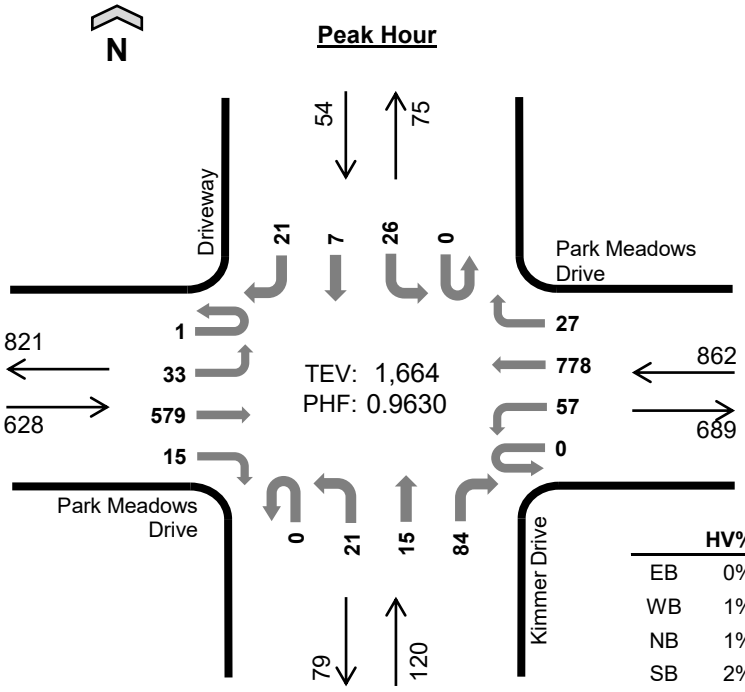
Count Summaries - Bikes

Interval Start	Park Meadows Drive				Park Meadows Drive				Kimmer Drive				Driveway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:30 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
12:45 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**
Count Total	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
Pk Hr Bike	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	

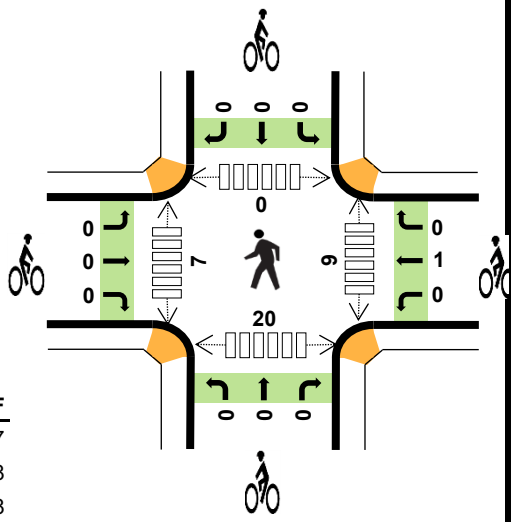
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Kimmer Drive
Park Meadows Drive

Date: 5/1/2026
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM



	HV%	PHF
EB	0%	0.87
WB	1%	0.88
NB	1%	0.88
SB	2%	0.84
TOTAL	1%	0.96



Peak Hour Count Summaries

Peak Hour Interval Start		Park Meadows Drive Eastbound				Park Meadows Drive Westbound				Kimmer Drive Northbound				Driveway Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:15 PM		1	8	171	1	0	14	182	5	0	7	2	21	0	5	0	8	425	0
4:30 PM		0	8	139	7	0	16	204	8	0	7	3	22	0	7	2	3	426	0
4:45 PM		0	6	146	3	0	15	170	4	0	4	3	17	0	7	2	4	381	0
5:00 PM		0	11	123	4	0	12	222	10	0	3	7	24	0	7	3	6	432	1,664
Pk Hr	All	1	33	579	15	0	57	778	27	0	21	15	84	0	26	7	21	1,664	
	HV	0	0	2	0	0	1	5	0	0	0	0	1	0	0	1	0	10	
	HV%	0%	0%	0%	0%	-	2%	1%	0%	-	0%	0%	1%	-	0%	14%	0%	1%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) E	W	N	S	Total
4:15 PM	0	2	0	0	*2*	0	0	0	0	*0*	2	0	0	3	*5*
4:30 PM	1	1	1	0	*3*	0	0	0	0	*0*	0	0	0	6	*6*
4:45 PM	1	1	0	0	*2*	0	0	0	0	*0*	2	0	0	2	*4*
5:00 PM	0	2	0	1	*3*	0	1	0	0	*1*	5	7	0	9	*21*
Peak Hour	2	6	1	1	*10*	0	1	0	0	*1*	9	7	0	20	*36*

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Count Summaries - All Vehicles

Interval Start	Park Meadows Drive				Park Meadows Drive				Kimmer Drive				Driveway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	2	158	3	0	8	182	4	0	1	1	18	0	8	0	3	388	0
4:15 PM	**1**	**8**	**171**	**1**	**0**	**14**	**182**	**5**	**0**	**7**	**2**	**21**	**0**	**5**	**0**	**8**	**425**	**0**
4:30 PM	**0**	**8**	**139**	**7**	**0**	**16**	**204**	**8**	**0**	**7**	**3**	**22**	**0**	**7**	**2**	**3**	**426**	**0**
4:45 PM	**0**	**6**	**146**	**3**	**0**	**15**	**170**	**4**	**0**	**4**	**3**	**17**	**0**	**7**	**2**	**4**	**381**	**1,620**
5:00 PM	**0**	**11**	**123**	**4**	**0**	**12**	**222**	**10**	**0**	**3**	**7**	**24**	**0**	**7**	**3**	**6**	**432**	**1,664**
5:15 PM	1	13	152	1	0	8	194	7	0	2	1	18	0	6	1	9	413	1,652
5:30 PM	0	7	119	4	0	11	173	11	0	3	0	17	0	16	1	5	367	1,593
5:45 PM	0	10	116	10	0	10	137	15	0	5	0	9	0	16	1	11	340	1,552
Count Total	2	65	1,124	33	0	94	1,464	64	0	32	17	146	0	72	10	49	3,172	
Pk Hr All	**1**	**33**	**579**	**15**	**0**	**57**	**778**	**27**	**0**	**21**	**15**	**84**	**0**	**26**	**7**	**21**	**1,664**	
Pk Hr HV	**0**	**0**	**2**	**0**	**0**	**1**	**5**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**10**	
Pk Hr HV%	**0%**	**0%**	**0%**	**0%**	**-**	**2%**	**1%**	**0%**	**-**	**0%**	**0%**	**1%**	**-**	**0%**	**14%**	**0%**	**1%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	3	0	0	*3*	0	0	0	0	*0*	0	0	0	2	*2*
4:15 PM	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**3**	**5**
4:30 PM	**1**	**1**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**6**
4:45 PM	**1**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**2**	**4**
5:00 PM	**0**	**2**	**0**	**1**	**3**	**0**	**1**	**0**	**0**	**1**	**5**	**7**	**0**	**9**	**21**
5:15 PM	0	1	0	0	*1*	0	0	0	0	*0*	4	0	1	2	*7*
5:30 PM	1	1	0	0	*2*	0	0	0	0	*0*	0	0	0	3	*3*
5:45 PM	1	2	0	0	*3*	0	1	0	0	*1*	1	0	0	1	*2*
Count Total	4	13	1	1	*19*	0	2	0	0	*2*	14	7	1	28	*50*
Peak Hour	**2**	**6**	**1**	**1**	***10***	**0**	**1**	**0**	**0**	***1***	**9**	**7**	**0**	**20**	**36**

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Count Summaries - Heavy Vehicles

Interval Start	Park Meadows Drive				Park Meadows Drive				Kimmer Drive				Driveway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**
4:30 PM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**0**
4:45 PM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**10**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	**10**
5:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	9
5:30 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	8
5:45 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	9
Count Total	0	0	4	0	0	1	12	0	0	0	0	1	0	0	1	0	19	
Pk Hr Heavy	**0**	**0**	**2**	**0**	**0**	**1**	**5**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**10**	

Count Summaries - Bikes

Interval Start	Park Meadows Drive				Park Meadows Drive				Kimmer Drive				Driveway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2
Count Total	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	

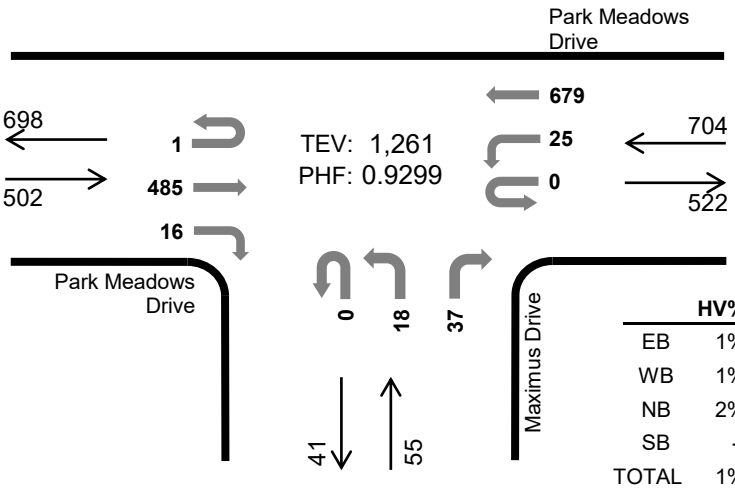
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Maximus Drive
Park Meadows Drive

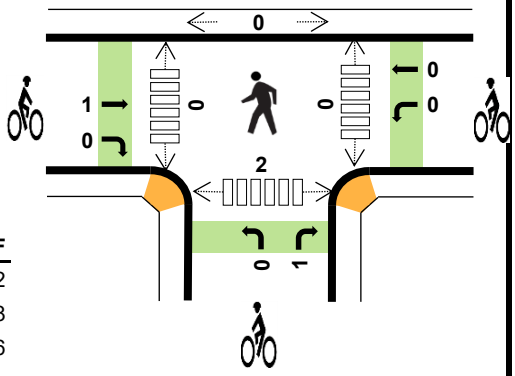
N

Peak Hour

Date: 5/1/2026
Count Period: 11:00 AM to 1:00 PM
Peak Hour: 12:00 PM to 1:00 PM



	HV%	PHF
EB	1%	0.82
WB	1%	0.88
NB	2%	0.86
SB	--	--
TOTAL	1%	0.93



Peak Hour Count Summaries

Peak Hour Interval Start		Park Meadows Drive Eastbound				Park Meadows Drive Westbound				Maximus Drive Northbound				n/a Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
12:00 PM		0	0	102	7	0	11	190	0	0	5	0	8	0	0	0	0	323	0
12:15 PM		0	0	100	3	0	4	155	0	0	4	0	12	0	0	0	0	278	0
12:30 PM		1	0	136	0	0	4	167	0	0	3	0	10	0	0	0	0	321	0
12:45 PM		0	0	147	6	0	6	167	0	0	6	0	7	0	0	0	0	339	1,261
Pk Hr	All	1	0	485	16	0	25	679	0	0	18	0	37	0	0	0	0	1,261	
	HV	0	0	5	1	0	0	4	0	0	1	0	0	0	0	0	0	11	
	HV%	0%	-	1%	6%	-	0%	1%	-	-	6%	-	0%	-	-	-	-	1%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) E	W	N	S	Total
12:00 PM	1	2	0	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
12:15 PM	1	0	1	0	*2*	0	0	0	0	*0*	0	0	0	1	*1*
12:30 PM	2	2	0	0	*4*	1	0	0	0	*1*	0	0	0	1	*1*
12:45 PM	2	0	0	0	*2*	0	0	1	0	*1*	0	0	0	0	*0*
Peak Hour	6	4	1	0	*11*	1	0	1	0	*2*	0	0	0	2	*2*

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Count Summaries - All Vehicles

Interval Start	Park Meadows Drive				Park Meadows Drive				Maximus Drive				n/a				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM	0	0	82	0	0	3	183	0	0	2	0	2	0	0	0	0	272	0
11:15 AM	0	0	102	3	0	5	191	0	0	3	0	5	0	0	0	0	309	0
11:30 AM	0	0	95	3	0	6	201	0	0	4	0	6	0	0	0	0	315	0
11:45 AM	0	0	103	3	0	8	167	0	0	5	0	12	0	0	0	0	298	1,194
12:00 PM	**0**	**0**	**102**	**7**	**0**	**11**	**190**	**0**	**0**	**5**	**0**	**8**	**0**	**0**	**0**	**0**	**323**	**1,245**
12:15 PM	**0**	**0**	**100**	**3**	**0**	**4**	**155**	**0**	**0**	**4**	**0**	**12**	**0**	**0**	**0**	**0**	**278**	**1,214**
12:30 PM	**1**	**0**	**136**	**0**	**0**	**4**	**167**	**0**	**0**	**3**	**0**	**10**	**0**	**0**	**0**	**0**	**321**	**1,220**
12:45 PM	**0**	**0**	**147**	**6**	**0**	**6**	**167**	**0**	**0**	**6**	**0**	**7**	**0**	**0**	**0**	**0**	**339**	**1,261**
Count Total	1	0	867	25	0	47	1,421	0	0	32	0	62	0	0	0	0	2,455	
Pk Hr All	**1**	**0**	**485**	**16**	**0**	**25**	**679**	**0**	**0**	**18**	**0**	**37**	**0**	**0**	**0**	**0**	**1,261**	
Pk Hr HV	**0**	**0**	**5**	**1**	**0**	**0**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	
Pk Hr HV%	**0%**	**-**	**1%**	**6%**	**-**	**0%**	**1%**	**-**	**-**	**6%**	**-**	**0%**	**-**	**-**	**-**	**-**	**1%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
11:00 AM	0	1	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
11:15 AM	1	5	0	0	*6*	0	0	0	0	*0*	0	0	0	0	*0*
11:30 AM	0	1	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
11:45 AM	1	1	1	0	*3*	0	0	0	0	*0*	0	0	0	1	*1*
12:00 PM	**1**	**2**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:15 PM	**1**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
12:30 PM	**2**	**2**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**
12:45 PM	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
Count Total	8	12	2	0	*22*	1	0	1	0	*2*	0	0	0	3	*3*
Peak Hour	**6**	**4**	**1**	**0**	***11***	**1**	**0**	**1**	**0**	***2***	**0**	**0**	**0**	**2**	**2**

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Count Summaries - Heavy Vehicles

Interval Start	Park Meadows Drive				Park Meadows Drive				Maximus Drive				n/a				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
11:15 AM	0	0	0	1	0	0	5	0	0	0	0	0	0	0	0	0	6	0
11:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
11:45 AM	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	3	11
12:00 PM	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**13**
12:15 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**9**
12:30 PM	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**12**
12:45 PM	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**11**
Count Total	0	0	6	2	0	0	12	0	0	2	0	0	0	0	0	0	22	
Pk Hr Heavy	**0**	**0**	**5**	**1**	**0**	**0**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	

Count Summaries - Bikes

Interval Start	Park Meadows Drive				Park Meadows Drive				Maximus Drive				n/a				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:30 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
12:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**2**
Count Total	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	2	
Pk Hr Bike	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	

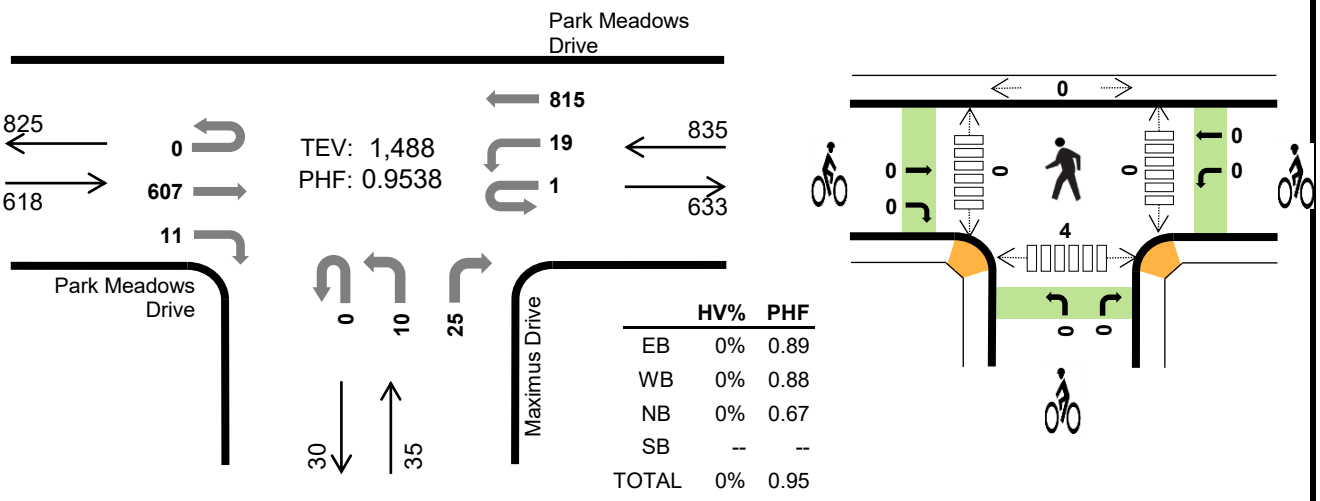
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Maximus Drive
Park Meadows Drive

N

Peak Hour

Date: 5/1/2026
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM



Peak Hour Count Summaries

Peak Hour Interval Start		Park Meadows Drive Eastbound				Park Meadows Drive Westbound				Maximus Drive Northbound				n/a Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:15 PM		**0**	**0**	**170**	**4**	**0**	**6**	**197**	**0**	**0**	**6**	**0**	**7**	**0**	**0**	**0**	**0**	**390**	**0**
4:30 PM		**0**	**0**	**149**	**4**	**1**	**2**	**211**	**0**	**0**	**3**	**0**	**5**	**0**	**0**	**0**	**0**	**375**	**0**
4:45 PM		**0**	**0**	**148**	**1**	**0**	**5**	**176**	**0**	**0**	**1**	**0**	**8**	**0**	**0**	**0**	**0**	**339**	**0**
5:00 PM		**0**	**0**	**140**	**2**	**0**	**6**	**231**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**384**	**1,488**
Pk Hr	All	**0**	**0**	**607**	**11**	**1**	**19**	**815**	**0**	**0**	**10**	**0**	**25**	**0**	**0**	**0**	**0**	**1,488**	
	HV	**0**	**0**	**2**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	
	HV%	-	-	**0%**	**0%**	**0%**	**0%**	**0%**	-	-	**0%**	-	**0%**	-	-	-	-	**0%**	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) E	W	N	S	Total
4:15 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	***1***
4:30 PM	**1**	**1**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:45 PM	**1**	**1**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	***1***
5:00 PM	**0**	**2**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**2**	***2***
Peak Hour	**2**	**4**	**0**	**0**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**4**	***4***

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Count Summaries - All Vehicles

Interval Start	Park Meadows Drive				Park Meadows Drive				Maximus Drive				n/a				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	150	3	0	5	176	0	0	9	0	7	0	0	0	0	350	0
4:15 PM	**0**	**0**	**170**	**4**	**0**	**6**	**197**	**0**	**0**	**6**	**0**	**7**	**0**	**0**	**0**	**0**	**390**	**0**
4:30 PM	**0**	**0**	**149**	**4**	**1**	**2**	**211**	**0**	**0**	**3**	**0**	**5**	**0**	**0**	**0**	**0**	**375**	**0**
4:45 PM	**0**	**0**	**148**	**1**	**0**	**5**	**176**	**0**	**0**	**1**	**0**	**8**	**0**	**0**	**0**	**0**	**339**	**1,454**
5:00 PM	**0**	**0**	**140**	**2**	**0**	**6**	**231**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**384**	**1,488**
5:15 PM	0	0	157	5	0	7	198	0	0	3	0	8	0	0	0	0	378	1,476
5:30 PM	0	0	123	6	0	3	176	0	0	8	0	7	0	0	0	0	323	1,424
5:45 PM	0	0	130	2	0	6	141	0	0	6	0	8	0	0	0	0	293	1,378
Count Total	0	0	1,167	27	1	40	1,506	0	0	36	0	55	0	0	0	0	2,832	
Pk Hr All	**0**	**0**	**607**	**11**	**1**	**19**	**815**	**0**	**0**	**10**	**0**	**25**	**0**	**0**	**0**	**0**	**1,488**	
Pk Hr HV	**0**	**0**	**2**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	
Pk Hr HV%	**-**	**-**	**0%**	**0%**	**0%**	**0%**	**0%**	**-**	**-**	**0%**	**-**	**0%**	**-**	**-**	**-**	**-**	**0%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	3	0	0	*3*	0	0	0	0	*0*	0	0	0	1	*1*
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
4:30 PM	**1**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**1**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
5:00 PM	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
5:15 PM	1	1	0	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	1	2	0	0	*3*	0	0	0	0	*0*	0	2	2	0	*4*
5:45 PM	1	2	0	0	*3*	0	0	0	0	*0*	0	0	0	1	*1*
Count Total	5	12	0	0	*17*	0	0	0	0	*0*	0	2	2	6	*10*
Peak Hour	**2**	**4**	**0**	**0**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**4**	**4**

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Count Summaries - Heavy Vehicles

Interval Start	Park Meadows Drive				Park Meadows Drive				Maximus Drive				n/a				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**
4:45 PM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**7**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**6**
5:15 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	8
5:30 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	9
5:45 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	10
Count Total	0	0	5	0	0	0	12	0	0	0	0	0	0	0	0	0	17	
Pk Hr Heavy	**0**	**0**	**2**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	

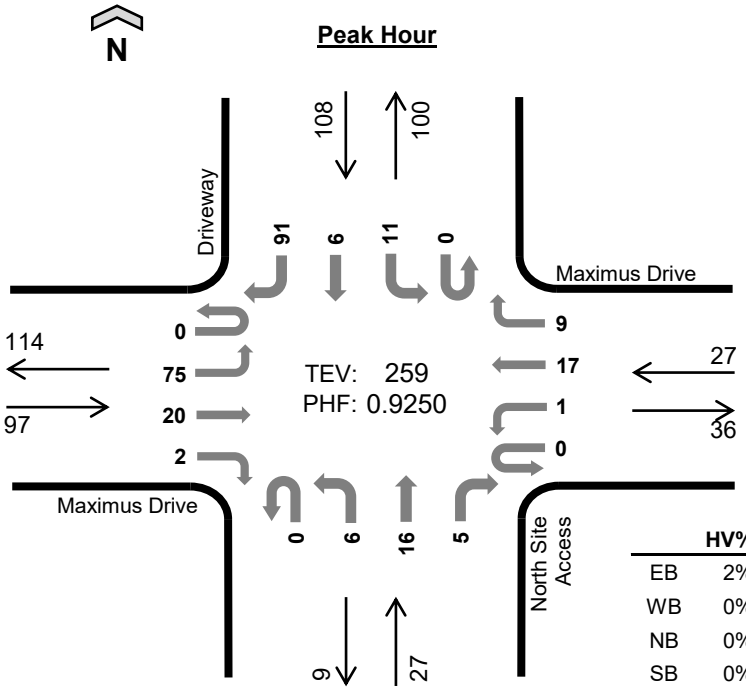
Count Summaries - Bikes

Interval Start	Park Meadows Drive				Park Meadows Drive				Maximus Drive				n/a				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

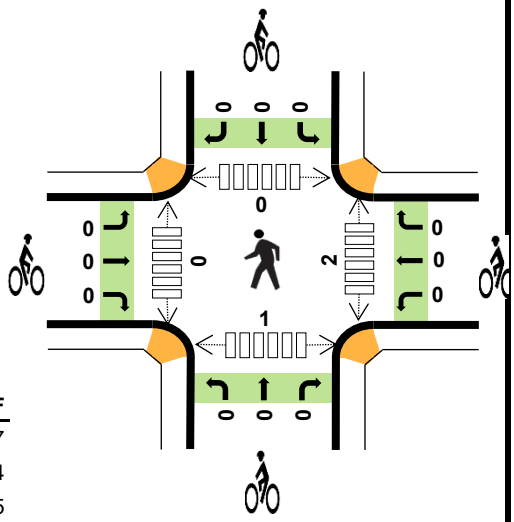
TJ Wethington
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North Site Access
Maximus Drive

Date: 5/1/2026
Count Period: 11:00 AM to 1:00 PM
Peak Hour: 11:15 AM to 12:15 PM



	HV%	PHF
EB	2%	0.87
WB	0%	0.84
NB	0%	0.75
SB	0%	0.87
TOTAL	1%	0.93



Peak Hour Count Summaries

Peak Hour Interval Start		Maximus Drive Eastbound				Maximus Drive Westbound				North Site Access Northbound				Driveway Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:15 AM		**0**	**23**	**1**	**1**	**0**	**0**	**4**	**3**	**0**	**1**	**3**	**0**	**0**	**4**	**2**	**25**	**67**	**0**
11:30 AM		**0**	**24**	**4**	**0**	**0**	**0**	**4**	**2**	**0**	**4**	**3**	**2**	**0**	**1**	**1**	**19**	**64**	**0**
11:45 AM		**0**	**19**	**9**	**0**	**0**	**0**	**4**	**2**	**0**	**1**	**6**	**2**	**0**	**2**	**0**	**25**	**70**	**0**
12:00 PM		**0**	**9**	**6**	**1**	**0**	**1**	**5**	**2**	**0**	**0**	**4**	**1**	**0**	**4**	**3**	**22**	**58**	**259**
Pk Hr	All	**0**	**75**	**20**	**2**	**0**	**1**	**17**	**9**	**0**	**6**	**16**	**5**	**0**	**11**	**6**	**91**	**259**	
	HV	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	
	HV%	-	**1%**	**0%**	**50%**	-	**0%**	**0%**	**0%**	-	**0%**	**0%**	**0%**	-	**0%**	**0%**	**0%**	**1%**	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) E	W	N	S	Total
11:15 AM	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**0**	**0**	***2***
11:30 AM	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
11:45 AM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
12:00 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	***1***
Peak Hour	**2**	**0**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**0**	**1**	***3***

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Count Summaries - All Vehicles

Interval Start	Maximus Drive Eastbound				Maximus Drive Westbound				North Site Access Northbound				Driveway Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM	0	17	0	2	0	0	3	1	0	1	4	2	0	1	1	19	51	0
11:15 AM	**0**	**23**	**1**	**1**	**0**	**0**	**4**	**3**	**0**	**1**	**3**	**0**	**0**	**4**	**2**	**25**	**67**	**0**
11:30 AM	**0**	**24**	**4**	**0**	**0**	**0**	**4**	**2**	**0**	**4**	**3**	**2**	**0**	**1**	**1**	**19**	**64**	**0**
11:45 AM	**0**	**19**	**9**	**0**	**0**	**0**	**4**	**2**	**0**	**1**	**6**	**2**	**0**	**2**	**0**	**25**	**70**	**252**
12:00 PM	**0**	**9**	**6**	**1**	**0**	**1**	**5**	**2**	**0**	**0**	**4**	**1**	**0**	**4**	**3**	**22**	**58**	**259**
12:15 PM	0	12	7	0	0	0	6	2	0	1	2	1	0	1	3	19	54	246
12:30 PM	0	12	7	3	0	0	2	1	0	1	2	0	0	1	1	24	54	236
12:45 PM	0	18	2	1	0	3	5	3	0	0	2	1	0	1	1	16	53	219
Count Total	0	134	36	8	0	4	33	16	0	9	26	9	0	15	12	169	471	
Pk Hr All	**0**	**75**	**20**	**2**	**0**	**1**	**17**	**9**	**0**	**6**	**16**	**5**	**0**	**11**	**6**	**91**	**259**	
Pk Hr HV	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	
Pk Hr HV%	**-**	**1%**	**0%**	**50%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**1%**	

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) E	W	N	S	Total
11:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
11:15 AM	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**
11:30 AM	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
12:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	2	0	0	1	*3*
12:30 PM	0	0	0	0	*0*	1	0	0	0	*1*	0	0	0	0	*0*
12:45 PM	1	0	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	3	0	0	0	*3*	1	0	0	0	*1*	4	0	0	2	*6*
Peak Hour	**2**	**0**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**0**	**1**	**3**

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Count Summaries - Heavy Vehicles

Interval Start	Maximus Drive				Maximus Drive				North Site Access				Driveway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**
11:30 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**
11:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
12:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Count Total	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	
Pk Hr Heavy	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	

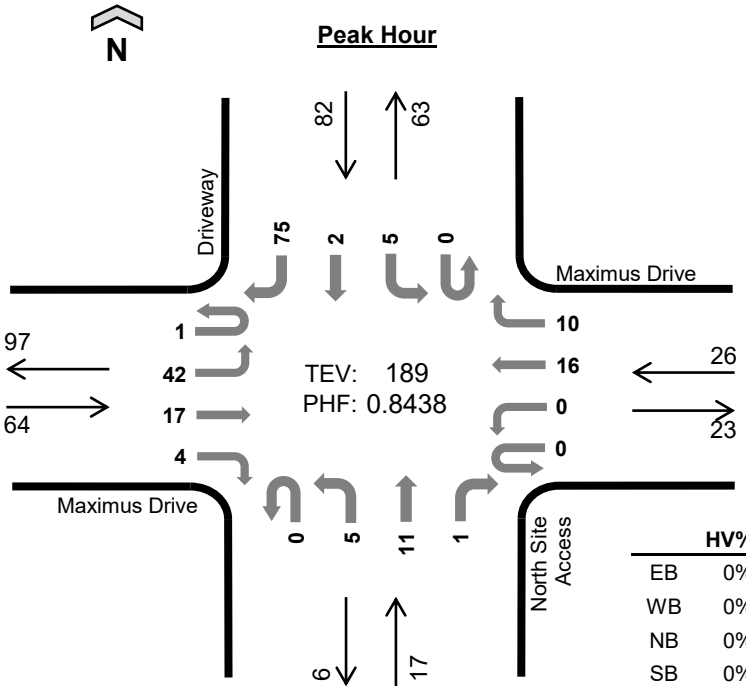
Count Summaries - Bikes

Interval Start	Maximus Drive				Maximus Drive				North Site Access				Driveway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

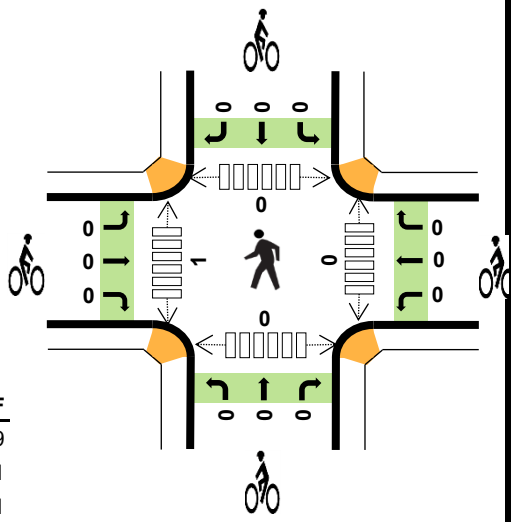
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North Site Access
Maximus Drive

Date: 5/1/2026
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV%	PHF
EB	0%	0.89
WB	0%	0.81
NB	0%	0.71
SB	0%	0.85
TOTAL	0%	0.84



Peak Hour Count Summaries

Peak Hour Interval Start		Maximus Drive Eastbound				Maximus Drive Westbound				North Site Access Northbound				Driveway Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM		0	13	3	1	0	0	4	1	0	2	2	1	0	2	1	21	51	0
4:45 PM		0	6	5	1	0	0	4	2	0	0	2	0	0	1	0	11	32	0
5:00 PM		0	14	3	1	0	0	6	2	0	1	5	0	0	1	1	22	56	0
5:15 PM		1	9	6	1	0	0	2	5	0	2	2	0	0	1	0	21	50	189
Pk Hr	All	1	42	17	4	0	0	16	10	0	5	11	1	0	5	2	75	189	
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	HV%	0%	0%	0%	0%	-	-	0%	0%	-	0%	0%	0%	-	0%	0%	0%	0%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	1	0	0	*1*
4:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
5:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	0	0	0	0	*0*	0	0	0	0	*0*	0	1	0	0	*1*

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Count Summaries - All Vehicles

Interval Start	Maximus Drive Eastbound				Maximus Drive Westbound				North Site Access Northbound				Driveway Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	13	2	0	0	0	5	1	0	1	1	0	0	2	1	28	54	0
4:15 PM	0	20	6	0	0	1	2	3	0	1	1	0	0	1	1	12	48	0
4:30 PM	**0**	**13**	**3**	**1**	**0**	**0**	**4**	**1**	**0**	**2**	**2**	**1**	**0**	**2**	**1**	**21**	**51**	**0**
4:45 PM	**0**	**6**	**5**	**1**	**0**	**0**	**4**	**2**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**11**	**32**	**185**
5:00 PM	**0**	**14**	**3**	**1**	**0**	**0**	**6**	**2**	**0**	**1**	**5**	**0**	**0**	**1**	**1**	**22**	**56**	**187**
5:15 PM	**1**	**9**	**6**	**1**	**0**	**0**	**2**	**5**	**0**	**2**	**2**	**0**	**0**	**1**	**0**	**21**	**50**	**189**
5:30 PM	0	9	4	0	0	0	6	0	0	1	2	1	0	0	0	14	37	175
5:45 PM	0	7	6	0	0	0	1	1	0	2	3	0	0	0	0	10	30	173
Count Total	1	91	35	4	0	1	30	15	0	10	18	2	0	8	4	139	358	
Pk Hr All	**1**	**42**	**17**	**4**	**0**	**0**	**16**	**10**	**0**	**5**	**11**	**1**	**0**	**5**	**2**	**75**	**189**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Pk Hr HV%	**0%**	**0%**	**0%**	**0%**	**-**	**-**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**0%**	

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) E	W	N	S	Total
4:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	1	0	0	0	*1*
Count Total	0	0	0	0	*0*	0	0	0	0	*0*	1	1	0	0	*2*
Peak Hour	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	**1**

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Count Summaries - Heavy Vehicles

Interval Start	Maximus Drive				Maximus Drive				North Site Access				Driveway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

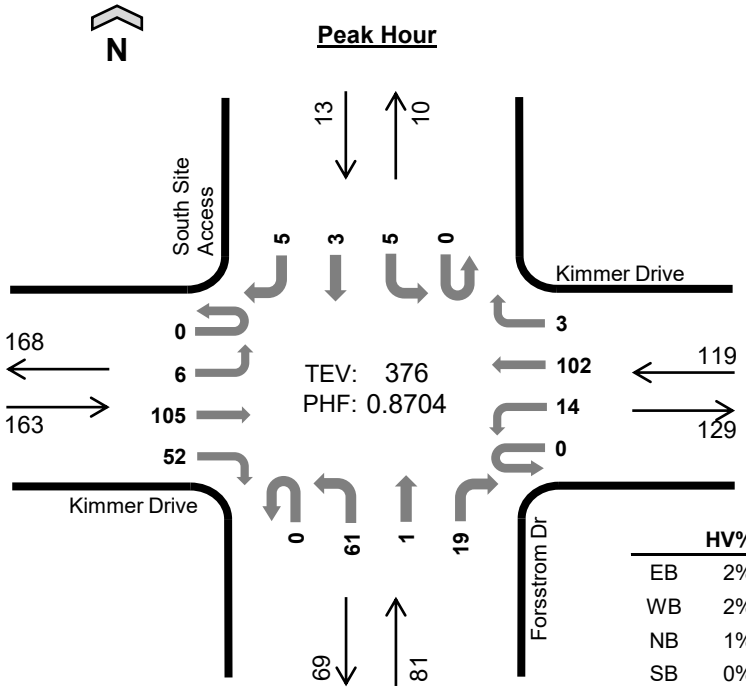
Count Summaries - Bikes

Interval Start	Maximus Drive				Maximus Drive				North Site Access				Driveway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

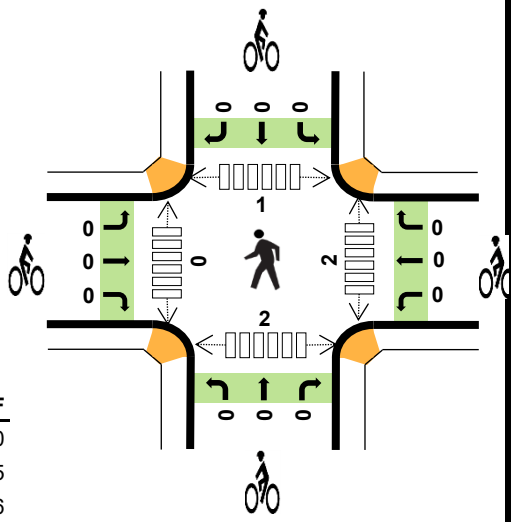
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Forsstrom Dr
Kimmer Drive

Date: 5/1/2026
Count Period: 11:00 AM to 1:00 PM
Peak Hour: 12:00 PM to 1:00 PM



	HV%	PHF
EB	2%	0.80
WB	2%	0.85
NB	1%	0.96
SB	0%	0.65
TOTAL	2%	0.87



Peak Hour Count Summaries

Peak Hour Interval Start		Kimmer Drive Eastbound				Kimmer Drive Westbound				Forsstrom Dr Northbound				South Site Access Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
12:00 PM		0	2	21	3	0	2	32	1	0	16	0	3	0	1	1	0	82	0
12:15 PM		0	1	19	18	0	4	17	0	0	14	0	7	0	1	0	2	83	0
12:30 PM		0	3	33	15	0	5	24	2	0	16	0	5	0	2	2	1	108	0
12:45 PM		0	0	32	16	0	3	29	0	0	15	1	4	0	1	0	2	103	376
Pk Hr	All	0	6	105	52	0	14	102	3	0	61	1	19	0	5	3	5	376	
	HV	0	1	2	0	0	1	1	0	0	1	0	0	0	0	0	0	6	
	HV%	-	17%	2%	0%	-	7%	1%	0%	-	2%	0%	0%	-	0%	0%	0%	2%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
12:00 PM	1	0	0	0	*1*	0	0	0	0	*0*	0	0	0	1	*1*
12:15 PM	1	2	1	0	*4*	0	0	0	0	*0*	2	0	1	0	*3*
12:30 PM	1	0	0	0	*1*	0	0	0	0	*0*	0	0	0	1	*1*
12:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	3	2	1	0	*6*	0	0	0	0	*0*	2	0	1	2	*5*

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Count Summaries - All Vehicles

Interval Start	Kimmer Drive				Kimmer Drive				Forsstrom Dr				South Site Access				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM	0	1	14	8	0	5	23	1	0	19	3	3	0	0	0	4	81	0
11:15 AM	0	4	19	7	0	5	18	1	0	8	0	4	0	2	0	2	70	0
11:30 AM	1	5	27	8	0	2	17	0	0	13	0	2	0	1	0	0	76	0
11:45 AM	0	4	21	14	0	6	29	1	0	14	3	6	0	1	1	2	102	329
12:00 PM	**0**	**2**	**21**	**3**	**0**	**2**	**32**	**1**	**0**	**16**	**0**	**3**	**0**	**1**	**1**	**0**	**82**	**330**
12:15 PM	**0**	**1**	**19**	**18**	**0**	**4**	**17**	**0**	**0**	**14**	**0**	**7**	**0**	**1**	**0**	**2**	**83**	**343**
12:30 PM	**0**	**3**	**33**	**15**	**0**	**5**	**24**	**2**	**0**	**16**	**0**	**5**	**0**	**2**	**2**	**1**	**108**	**375**
12:45 PM	**0**	**0**	**32**	**16**	**0**	**3**	**29**	**0**	**0**	**15**	**1**	**4**	**0**	**1**	**0**	**2**	**103**	**376**
Count Total	1	20	186	89	0	32	189	6	0	115	7	34	0	9	4	13	705	
Pk Hr All	**0**	**6**	**105**	**52**	**0**	**14**	**102**	**3**	**0**	**61**	**1**	**19**	**0**	**5**	**3**	**5**	**376**	
Pk Hr HV	**0**	**1**	**2**	**0**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	
Pk Hr HV%	**-**	**17%**	**2%**	**0%**	**-**	**7%**	**1%**	**0%**	**-**	**2%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**2%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
11:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
11:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
11:30 AM	0	0	0	0	*0*	0	1	0	0	*1*	0	0	0	1	*1*
11:45 AM	1	1	0	0	*2*	0	0	0	0	*0*	1	0	1	0	*2*
12:00 PM	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
12:15 PM	**1**	**2**	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**3**
12:30 PM	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
12:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	4	3	1	0	*8*	0	1	0	0	*1*	3	0	2	3	*8*
Peak Hour	**3**	**2**	**1**	**0**	***6***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**1**	**2**	**5**

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Count Summaries - Heavy Vehicles

Interval Start	Kimmer Drive				Kimmer Drive				Forsstrom Dr				South Site Access				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	2
12:00 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**
12:15 PM	**0**	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**7**
12:30 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**8**
12:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**
Count Total	0	1	3	0	0	1	2	0	0	1	0	0	0	0	0	0	8	
Pk Hr Heavy	**0**	**1**	**2**	**0**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	

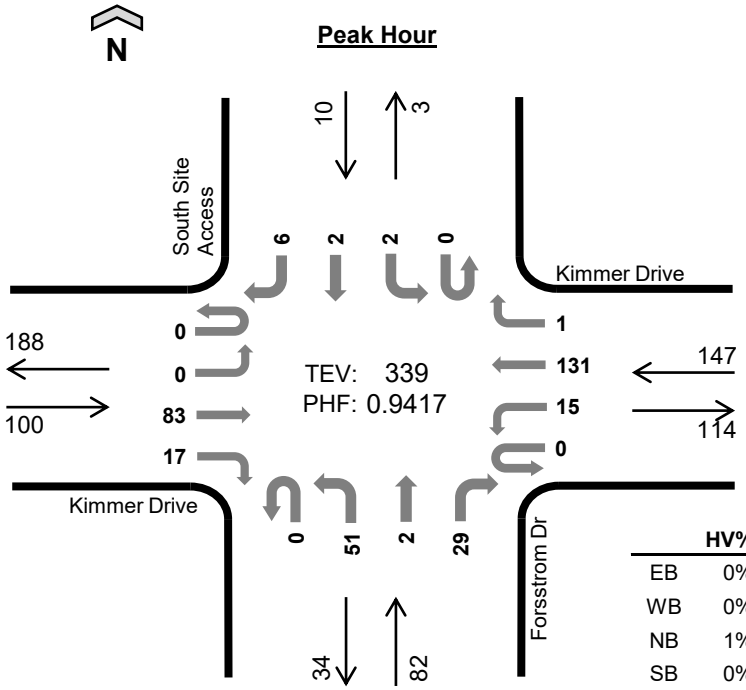
Count Summaries - Bikes

Interval Start	Kimmer Drive				Kimmer Drive				Forsstrom Dr				South Site Access				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
12:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
12:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

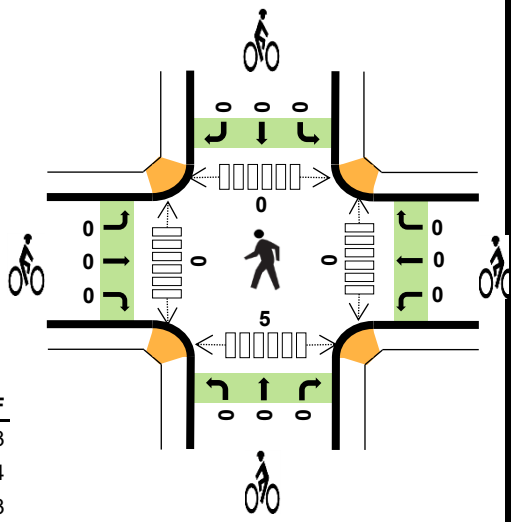
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Forsstrom Dr
Kimmer Drive

Date: 5/1/2026
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM



	HV%	PHF
EB	0%	0.93
WB	0%	0.84
NB	1%	0.93
SB	0%	0.83
TOTAL	0%	0.94



Peak Hour Count Summaries

Peak Hour Interval Start		Kimmer Drive Eastbound				Kimmer Drive Westbound				Forsstrom Dr Northbound				South Site Access Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	0	15	6	0	1	43	0	0	13	0	5	0	0	1	2	86	0
4:15 PM		0	0	21	6	0	3	25	1	0	14	1	6	0	2	0	1	80	0
4:30 PM		0	0	24	2	0	9	23	0	0	12	1	9	0	0	1	2	83	0
4:45 PM		0	0	23	3	0	2	40	0	0	12	0	9	0	0	0	1	90	339
Pk Hr	All	0	0	83	17	0	15	131	1	0	51	2	29	0	2	2	6	339	
	HV	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
	HV%	-	-	0%	0%	-	0%	0%	0%	-	2%	0%	0%	-	0%	0%	0%	0%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	3	*3*
4:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	0	0	1	0	*1*	0	0	0	0	*0*	0	0	0	2	*2*
Peak Hour	0	0	1	0	*1*	0	0	0	0	*0*	0	0	0	5	*5*

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Count Summaries - All Vehicles

Interval Start	Kimmer Drive				Kimmer Drive				Forsstrom Dr				South Site Access				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**15**	**6**	**0**	**1**	**43**	**0**	**0**	**13**	**0**	**5**	**0**	**0**	**1**	**2**	**86**	0
4:15 PM	**0**	**0**	**21**	**6**	**0**	**3**	**25**	**1**	**0**	**14**	**1**	**6**	**0**	**2**	**0**	**1**	**80**	**0**
4:30 PM	**0**	**0**	**24**	**2**	**0**	**9**	**23**	**0**	**0**	**12**	**1**	**9**	**0**	**0**	**1**	**2**	**83**	**0**
4:45 PM	**0**	**0**	**23**	**3**	**0**	**2**	**40**	**0**	**0**	**12**	**0**	**9**	**0**	**0**	**0**	**1**	**90**	**339**
5:00 PM	0	1	22	2	0	3	36	1	0	13	0	5	0	1	1	1	86	339
5:15 PM	0	1	16	2	0	0	28	1	0	11	0	4	0	1	1	0	65	324
5:30 PM	0	1	10	3	0	0	18	0	0	8	2	0	0	1	0	1	44	285
5:45 PM	0	0	8	2	0	7	11	1	0	7	0	4	0	0	0	0	40	235
Count Total	0	3	139	26	0	25	224	4	0	90	4	42	0	5	4	8	574	
Pk Hr All	**0**	**0**	**83**	**17**	**0**	**15**	**131**	**1**	**0**	**51**	**2**	**29**	**0**	**2**	**2**	**6**	**339**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	
Pk Hr HV%	**-**	**-**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**2%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**0%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
5:00 PM	0	1	0	0	*1*	0	0	0	0	*0*	0	0	0	1	*1*
5:15 PM	1	1	1	0	*3*	0	0	0	0	*0*	0	0	0	2	*2*
5:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	1	0	*1*
5:45 PM	0	0	0	0	*0*	0	1	0	0	*1*	0	0	0	1	*1*
Count Total	1	2	2	0	*5*	0	1	0	0	*1*	0	0	1	9	*10*
Peak Hour	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**5**	**5**

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Count Summaries - Heavy Vehicles

Interval Start	Kimmer Drive				Kimmer Drive				Forsstrom Dr				South Site Access				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
5:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2
5:15 PM	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	3	5
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Count Total	0	0	0	1	0	0	2	0	0	1	0	1	0	0	0	0	5	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	

Count Summaries - Bikes

Interval Start	Kimmer Drive				Kimmer Drive				Forsstrom Dr				South Site Access				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1
Count Total	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

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Level of Service Definitions

LEVEL OF SERVICE DEFINITIONS

In rating roadway and intersection operating conditions with existing or future traffic volumes, "Levels of Service" (LOS) A through F are used, with LOS A indicating very good operation and LOS F indicating poor operation. Levels of service at signalized and unsignalized intersections are closely associated with vehicle delays experienced in seconds per vehicle. More complete level of service definitions and delay data for signal and stop sign controlled intersections are contained in the following table for reference.

Level of Service Rating	Delay in seconds per vehicle *(a)*		Definition
	Signalized	Unsignalized	
A	0.0 to 10.0	0.0 to 10.0	Low vehicular traffic volumes; primarily free flow operations. Density is low and vehicles can freely maneuver within the traffic stream. Drivers are able to maintain their desired speeds with little or no delay.
B	10.1 to 20.0	10.1 to 15.0	Stable vehicular traffic volume flow with potential for some restriction of operating speeds due to traffic conditions. Vehicle maneuvering is only slightly restricted. The stopped delays are not bothersome and drivers are not subject to appreciable tension.
C	20.1 to 35.0	15.1 to 25.0	Stable traffic operations, however the ability for vehicles to maneuver is more restricted by the increase in traffic volumes. Relatively satisfactory operating speeds prevail, but adverse signal coordination or longer vehicle queues cause delays along the corridor.
D	35.1 to 55.0	25.1 to 35.0	Approaching unstable vehicular traffic flow where small increases in volume could cause substantial delays. Most drivers are restricted in ability to maneuver and selection of travel speeds due to congestion. Driver comfort and convenience are low, but tolerable.
E	55.1 to 80.0	35.1 to 50.0	Traffic operations characterized by significant approach delays and average travel speeds of one-half to one-third the free flow speed. Vehicular flow is unstable and there is potential for stoppages of brief duration. High signal density, extensive vehicle queuing, or corridor signal progression/timing are the typical causes of vehicle delays at signalized corridors.
F	> 80.0	> 50.0	Forced vehicular traffic flow and operations with high approach delays at critical intersections. Vehicle speeds are reduced substantially, and stoppages may occur for short or long periods of time because of downstream congestion.

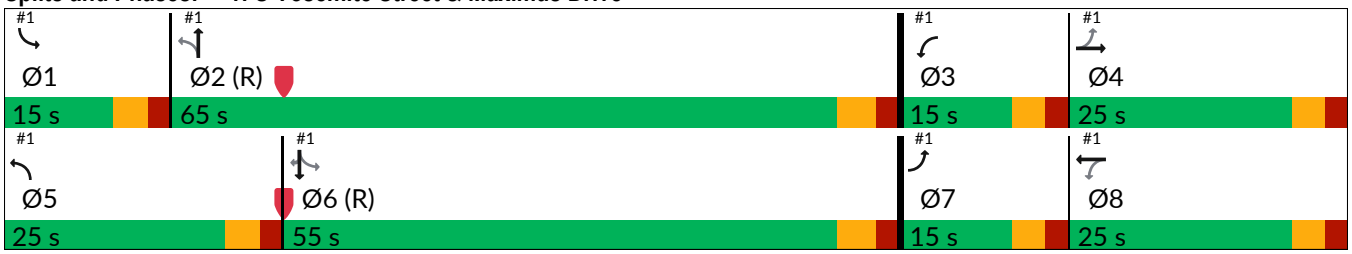
(a) Delay ranges based on Highway Capacity Manual (7th Edition, 2022) criteria.

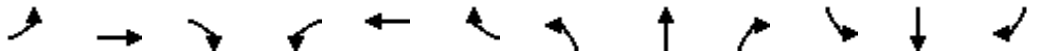
Intersection Capacity Worksheets: Existing

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	60	14	35	10	72	904	54	771	68
Future Volume (vph)	60	14	35	10	72	904	54	771	68
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases	4		8		2		6		6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	10.0	23.0	10.0	23.0	23.0	24.0	10.0	24.0	24.0
Total Split (s)	15.0	25.0	15.0	25.0	25.0	65.0	15.0	55.0	55.0
Total Split (%)	12.5%	20.8%	12.5%	20.8%	20.8%	54.2%	12.5%	45.8%	45.8%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.5	3.0	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.5	5.0	5.5	5.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	None	C-Min	C-Min
Act Effct Green (s)	18.0	11.4	13.7	7.4	86.9	80.5	86.2	80.1	80.1
Actuated g/C Ratio	0.15	0.10	0.11	0.06	0.72	0.67	0.72	0.67	0.67
v/c Ratio	0.32	0.40	0.21	0.51	0.16	0.43	0.15	0.35	0.07
Control Delay (s/veh)	44.8	21.1	43.0	26.4	5.3	8.2	6.1	11.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	44.8	21.1	43.0	26.4	5.3	8.2	6.1	11.0	0.1
LOS	D	C	D	C	A	A	A	B	A
Approach Delay (s/veh)		31.1		31.5		8.0		9.9	
Approach LOS		C		C		A		A	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 101 (84%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay (s/veh): 11.5	Intersection LOS: B
Intersection Capacity Utilization 53.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: S Yosemite Street & Maximus Drive





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	14	67	35	10	69	72	904	29	54	771	68
Future Volume (veh/h)	60	14	67	35	10	69	72	904	29	54	771	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	65	15	73	38	11	75	78	983	32	59	838	74
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	163	24	115	156	15	99	484	2382	78	497	2390	1066
Arrive On Green	0.04	0.09	0.09	0.03	0.07	0.07	0.08	1.00	1.00	0.04	0.67	0.67
Sat Flow, veh/h	1781	277	1350	1781	207	1410	1781	3512	114	1781	3554	1585
Grp Volume(v), veh/h	65	0	88	38	0	86	78	497	518	59	838	74
Grp Sat Flow(s),veh/h/ln	1781	0	1627	1781	0	1617	1781	1777	1850	1781	1777	1585
Q Serve(g_s), s	4.0	0.0	6.3	2.4	0.0	6.3	1.6	0.0	0.0	1.2	12.1	1.9
Cycle Q Clear(g_c), s	4.0	0.0	6.3	2.4	0.0	6.3	1.6	0.0	0.0	1.2	12.1	1.9
Prop In Lane	1.00		0.83	1.00		0.87	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	163	0	139	156	0	114	484	1205	1255	497	2390	1066
V/C Ratio(X)	0.40	0.00	0.63	0.24	0.00	0.76	0.16	0.41	0.41	0.12	0.35	0.07
Avail Cap(c_a), veh/h	232	0	271	251	0	269	707	1205	1255	582	2390	1066
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.9	0.0	53.1	49.7	0.0	54.8	5.6	0.0	0.0	5.3	8.4	6.8
Incr Delay (d2), s/veh	1.6	0.0	4.7	0.8	0.0	9.7	0.1	1.0	0.9	0.1	0.4	0.1
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	3.4	0.0	5.0	2.0	0.0	5.2	0.9	0.6	0.6	0.7	7.7	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.5	0.0	57.8	50.5	0.0	64.5	5.7	1.0	0.9	5.4	8.8	6.9
LnGrp LOS	D		E	D		E	A	A	A	A	A	A
Approach Vol, veh/h		153			124			1093			971	
Approach Delay, s/veh		54.7			60.2			1.3			8.5	
Approach LOS		D			E			A			A	

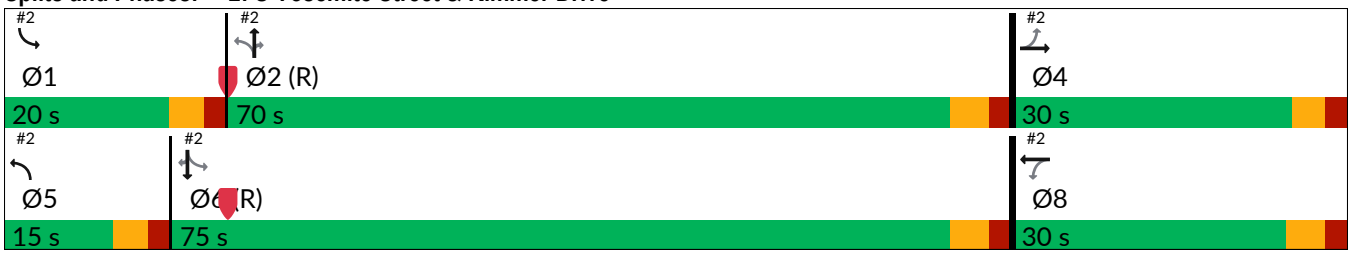
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	86.9	8.6	15.2	10.0	86.2	10.4	13.4
Change Period (Y+Rc), s	5.0	5.5	5.0	5.0	5.0	5.5	5.0	5.0
Max Green Setting (Gmax), s	10.0	59.5	10.0	20.0	20.0	49.5	10.0	20.0
Max Q Clear Time (g_c+I1), s	3.2	2.0	4.4	8.3	3.6	14.1	6.0	8.3
Green Ext Time (p_c), s	0.1	4.2	0.0	0.2	0.2	4.2	0.0	0.2

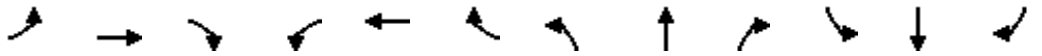
Intersection Summary	
HCM 7th Control Delay, s/veh	10.9
HCM 7th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	25	2	86	1	13	899	67	94	760	19
Future Volume (vph)	25	2	86	1	13	899	67	94	760	19
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	8	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	23.0	23.0	23.5	23.5	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	30.0	30.0	30.0	30.0	15.0	70.0	70.0	20.0	75.0	75.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	12.5%	58.3%	58.3%	16.7%	62.5%	62.5%
Yellow Time (s)	3.0	3.0	3.5	3.5	3.0	3.5	3.5	3.0	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.5	5.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Act Effct Green (s)	13.8	13.8	13.3	13.3	89.6	83.4	83.4	95.2	91.3	91.3
Actuated g/C Ratio	0.12	0.12	0.11	0.11	0.75	0.70	0.70	0.79	0.76	0.76
v/c Ratio	0.18	0.08	0.60	0.35	0.03	0.40	0.07	0.23	0.31	0.02
Control Delay (s/veh)	48.6	22.7	66.8	14.5	3.5	8.9	2.0	2.6	2.1	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	48.6	22.7	66.8	14.5	3.5	8.9	2.0	2.6	2.1	0.0
LOS	D	C	E	B	A	A	A	A	A	A
Approach Delay (s/veh)		39.0		41.2		8.4			2.1	
Approach LOS		D		D		A			A	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 112 (93%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay (s/veh): 9.0	Intersection LOS: A
Intersection Capacity Utilization 54.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: S Yosemite Street & Kimmer Drive





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	2	13	86	1	81	13	899	67	94	760	19
Future Volume (veh/h)	25	2	13	86	1	81	13	899	67	94	760	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	27	2	14	93	1	88	14	977	73	102	826	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	114	19	134	180	2	149	563	2600	1159	470	2687	1199
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.02	0.73	0.73	0.08	1.00	1.00
Sat Flow, veh/h	1308	202	1414	1397	18	1570	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	27	0	16	93	0	89	14	977	73	102	826	21
Grp Sat Flow(s),veh/h/ln	1308	0	1616	1397	0	1588	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	2.4	0.0	1.1	7.8	0.0	6.4	0.2	12.2	1.6	1.7	0.0	0.0
Cycle Q Clear(g_c), s	8.9	0.0	1.1	8.9	0.0	6.4	0.2	12.2	1.6	1.7	0.0	0.0
Prop In Lane	1.00		0.88	1.00		0.99	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	114	0	153	180	0	151	563	2600	1159	470	2687	1199
V/C Ratio(X)	0.24	0.00	0.10	0.52	0.00	0.59	0.02	0.38	0.06	0.22	0.31	0.02
Avail Cap(c_a), veh/h	262	0	337	333	0	324	684	2600	1159	621	2687	1199
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	56.3	0.0	49.6	53.7	0.0	52.1	3.9	6.0	4.5	3.9	0.0	0.0
Incr Delay (d2), s/veh	1.1	0.0	0.3	2.3	0.0	3.7	0.0	0.4	0.1	0.2	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.5	0.0	0.8	5.1	0.0	4.9	0.1	7.1	0.8	0.8	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	57.4	0.0	49.9	56.0	0.0	55.7	3.9	6.4	4.6	4.1	0.3	0.0
LnGrp LOS	E		D	E		E	A	A	A	A	A	A
Approach Vol, veh/h		43			182			1064			949	
Approach Delay, s/veh		54.6			55.9			6.2			0.7	
Approach LOS		D			E			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	93.3		16.9	6.9	96.2		16.9				
Change Period (Y+Rc), s	5.0	5.5		* 5.5	5.0	5.5		5.5				
Max Green Setting (Gmax), s	15.0	64.5		* 25	10.0	69.5		24.5				
Max Q Clear Time (g_c+I1), s	3.7	14.2		10.9	2.2	2.0		10.9				
Green Ext Time (p_c), s	0.2	5.2		0.1	0.0	4.0		0.5				

Intersection Summary	
HCM 7th Control Delay, s/veh	8.8
HCM 7th LOS	A

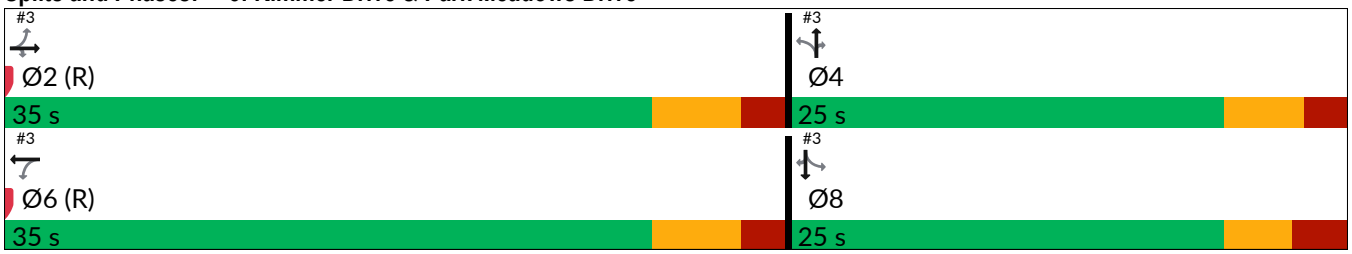
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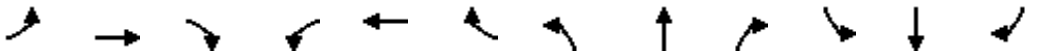
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	31	478	26	43	653	19	10	42	34	5	32
Future Volume (vph)	31	478	26	43	653	19	10	42	34	5	32
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			6		4			8	
Permitted Phases	2		2	6		4		4	8		8
Detector Phase	2	2	2	6	6	4	4	4	8	8	8
Switch Phase											
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	23.5	23.5	23.5	23.5	23.5	23.5
Total Split (s)	35.0	35.0	35.0	35.0	35.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (%)	58.3%	58.3%	58.3%	58.3%	58.3%	41.7%	41.7%	41.7%	41.7%	41.7%	41.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	3.5	3.5	3.5	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag											
Lead-Lag Optimize?											
Recall Mode	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None	None	None	None
Act Effct Green (s)	48.2	48.2	48.2	48.2	48.2	7.1	7.1	7.1	7.2	7.2	7.2
Actuated g/C Ratio	0.80	0.80	0.80	0.80	0.80	0.12	0.12	0.12	0.12	0.12	0.12
v/c Ratio	0.06	0.18	0.02	0.07	0.26	0.12	0.05	0.20	0.20	0.02	0.15
Control Delay (s/veh)	3.8	3.0	1.0	3.7	3.3	23.3	21.6	7.3	25.8	22.2	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	3.8	3.0	1.0	3.7	3.3	23.3	21.6	7.3	25.8	22.2	6.0
LOS	A	A	A	A	A	C	C	A	C	C	A
Approach Delay (s/veh)		3.0			3.3		13.6			16.6	
Approach LOS		A			A		B			B	

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 31 (52%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.26	
Intersection Signal Delay (s/veh): 4.4	Intersection LOS: A
Intersection Capacity Utilization 53.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Kimmer Drive & Park Meadows Drive





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	478	26	43	653	32	19	10	42	34	5	32
Future Volume (veh/h)	31	478	26	43	653	32	19	10	42	34	5	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	520	28	47	710	35	21	11	46	37	5	35
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	593	2599	1159	709	2521	124	222	144	122	216	144	122
Arrive On Green	0.73	0.73	0.73	0.73	0.73	0.73	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	715	3554	1585	859	3447	170	1367	1870	1585	1346	1870	1585
Grp Volume(v), veh/h	34	520	28	47	366	379	21	11	46	37	5	35
Grp Sat Flow(s),veh/h/ln	715	1777	1585	859	1777	1840	1367	1870	1585	1346	1870	1585
Q Serve(g_s), s	1.0	2.8	0.3	1.1	4.2	4.2	0.9	0.3	1.7	1.6	0.1	1.3
Cycle Q Clear(g_c), s	5.2	2.8	0.3	3.9	4.2	4.2	1.0	0.3	1.7	1.9	0.1	1.3
Prop In Lane	1.00		1.00	1.00		0.09	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	593	2599	1159	709	1299	1345	222	144	122	216	144	122
V/C Ratio(X)	0.06	0.20	0.02	0.07	0.28	0.28	0.09	0.08	0.38	0.17	0.03	0.29
Avail Cap(c_a), veh/h	593	2599	1159	709	1299	1345	561	608	515	550	608	515
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	3.6	2.5	2.2	3.1	2.7	2.7	26.1	25.7	26.3	26.6	25.6	26.1
Incr Delay (d2), s/veh	0.2	0.2	0.0	0.2	0.5	0.5	0.2	0.2	1.9	0.4	0.1	1.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	0.7	0.1	0.2	1.3	1.3	0.5	0.3	1.2	0.9	0.1	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	3.8	2.7	2.2	3.3	3.3	3.3	26.3	25.9	28.2	27.0	25.7	27.4
LnGrp LOS	A	A	A	A	A	A	C	C	C	C	C	C
Approach Vol, veh/h		582			792			78			77	
Approach Delay, s/veh		2.8			3.3			27.4			27.1	
Approach LOS		A			A			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		49.9		10.1		49.9		10.1				
Change Period (Y+Rc), s		6.0		5.5		6.0		5.5				
Max Green Setting (Gmax), s		29.0		19.5		29.0		19.5				
Max Q Clear Time (g_c+I1), s		7.2		3.7		6.2		3.9				
Green Ext Time (p_c), s		2.5		0.2		3.0		0.2				

Intersection Summary												
HCM 7th Control Delay, s/veh			5.5									
HCM 7th LOS			A									

Intersection	
Int Delay, s/veh	0.8

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	498	16	25	679	18	37
Future Vol, veh/h	498	16	25	679	18	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	-	-	140	-	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	541	17	27	738	20	40

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	559	0	973	279
Stage 1	-	-	-	-	550	-
Stage 2	-	-	-	-	423	-
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	-	-	1008	-	249	718
Stage 1	-	-	-	-	542	-
Stage 2	-	-	-	-	628	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1008	-	243	718
Mov Cap-2 Maneuver	-	-	-	-	243	-
Stage 1	-	-	-	-	527	-
Stage 2	-	-	-	-	628	-

Approach	SE	NW	NE
HCM Ctrl Dly, s/v	0	0.31	14.53
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	438	1008	-	-	-
HCM Lane V/C Ratio	0.137	0.027	-	-	-
HCM Ctrl Dly (s/v)	14.5	8.7	-	-	-
HCM Lane LOS	B	A	-	-	-
HCM 95th %tile Q(veh)	0.5	0.1	-	-	-

Intersection	
Int Delay, s/veh	7.1

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	75	20	2	1	17	9	6	16	5	11	6	91
Future Vol, veh/h	75	20	2	1	17	9	6	16	5	11	6	91
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	-	-	-	-	-	-	-	-	-	-	-	-
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	22	2	1	18	10	7	17	5	12	7	99

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	28	0	0	24	0	0	210	216	23	219	213	23
Stage 1	-	-	-	-	-	-	186	186	-	26	26	-
Stage 2	-	-	-	-	-	-	24	30	-	193	187	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1585	-	-	1591	-	-	747	682	1054	737	685	1053
Stage 1	-	-	-	-	-	-	816	746	-	992	874	-
Stage 2	-	-	-	-	-	-	994	870	-	808	745	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1585	-	-	1591	-	-	635	646	1054	677	649	1053
Mov Cap-2 Maneuver	-	-	-	-	-	-	635	646	-	677	649	-
Stage 1	-	-	-	-	-	-	773	707	-	991	873	-
Stage 2	-	-	-	-	-	-	893	869	-	743	706	-

Approach	SE	NW	NE	SW
HCM Ctrl Dly, s/v	5.72	0.27	10.43	9.25
HCM LOS			B	A

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SER	SWLn1
Capacity (veh/h)	693	62	-	-	1367	-	-	965
HCM Lane V/C Ratio	0.042	0.001	-	-	0.051	-	-	0.122
HCM Ctrl Dly (s/v)	10.4	7.3	0	-	7.4	0	-	9.2
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0.2	-	-	0.4

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	105	52	14	102	3	61	1	19	5	3	5
Future Vol, veh/h	6	105	52	14	102	3	61	1	19	5	3	5
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	85	-	-	70	-	-	60	-	-	-	-	-
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	7	114	57	15	111	3	66	1	21	5	3	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	114	0	0	171	0	0	298	300	142	271	327	113
Stage 1	-	-	-	-	-	-	155	155	-	143	143	-
Stage 2	-	-	-	-	-	-	143	145	-	128	184	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1475	-	-	1407	-	-	654	612	905	682	592	940
Stage 1	-	-	-	-	-	-	847	769	-	860	779	-
Stage 2	-	-	-	-	-	-	860	777	-	876	748	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1475	-	-	1407	-	-	637	603	905	655	583	940
Mov Cap-2 Maneuver	-	-	-	-	-	-	637	603	-	655	583	-
Stage 1	-	-	-	-	-	-	843	766	-	851	770	-
Stage 2	-	-	-	-	-	-	842	769	-	851	744	-

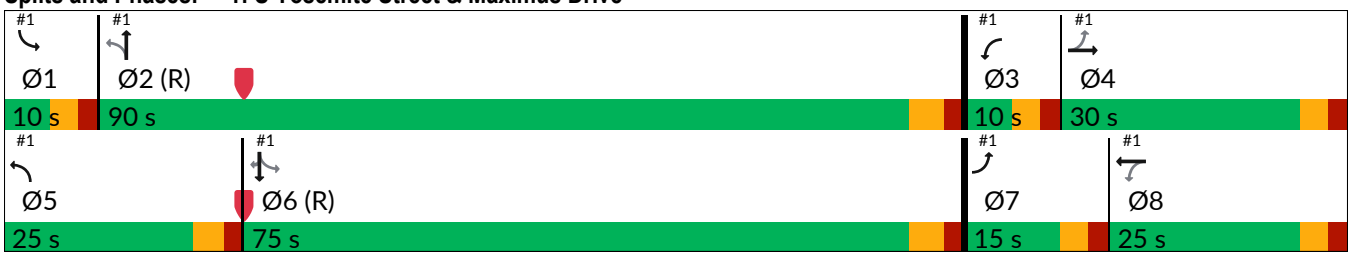
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.27	0.89	10.78	10.11
HCM LOS			B	B

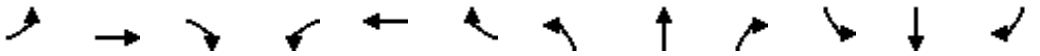
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	637	883	1475	-	-	1407	-	-	718
HCM Lane V/C Ratio	0.104	0.025	0.004	-	-	0.011	-	-	0.02
HCM Ctrl Dly (s/v)	11.3	9.2	7.5	-	-	7.6	-	-	10.1
HCM Lane LOS	B	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.3	0.1	0	-	-	0	-	-	0.1

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	73	11	28	11	116	1001	37	1070	108
Future Volume (vph)	73	11	28	11	116	1001	37	1070	108
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases	4		8		2		6		6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	10.0	23.0	10.0	23.0	23.0	24.0	10.0	24.0	24.0
Total Split (s)	15.0	30.0	10.0	25.0	25.0	90.0	10.0	75.0	75.0
Total Split (%)	10.7%	21.4%	7.1%	17.9%	17.9%	64.3%	7.1%	53.6%	53.6%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.5	3.0	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.5	5.0	5.5	5.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	None	C-Min	C-Min
Act Effct Green (s)	21.2	13.6	13.7	7.5	106.2	98.8	101.7	94.9	94.9
Actuated g/C Ratio	0.15	0.10	0.10	0.05	0.76	0.71	0.73	0.68	0.68
v/c Ratio	0.41	0.45	0.20	0.51	0.36	0.45	0.11	0.48	0.10
Control Delay (s/veh)	56.2	19.9	50.6	31.4	7.2	6.2	5.9	13.0	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	56.2	19.9	50.6	31.4	7.2	6.2	5.9	13.0	1.6
LOS	E	B	D	C	A	A	A	B	A
Approach Delay (s/veh)		35.1		36.9		6.3		11.8	
Approach LOS		D		D		A		B	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 79 (56%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay (s/veh): 11.9	Intersection LOS: B
Intersection Capacity Utilization 59.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: S Yosemite Street & Maximus Drive





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	11	89	28	11	57	116	1001	23	37	1070	108
Future Volume (veh/h)	73	11	89	28	11	57	116	1001	23	37	1070	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	79	12	97	30	12	62	126	1088	25	40	1163	117
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	166	16	127	124	16	82	359	2530	58	458	2501	1115
Arrive On Green	0.05	0.09	0.09	0.02	0.06	0.06	0.07	1.00	1.00	0.03	0.70	0.70
Sat Flow, veh/h	1781	177	1435	1781	264	1362	1781	3551	82	1781	3554	1585
Grp Volume(v), veh/h	79	0	109	30	0	74	126	544	569	40	1163	117
Grp Sat Flow(s),veh/h/ln	1781	0	1612	1781	0	1625	1781	1777	1856	1781	1777	1585
Q Serve(g_s), s	5.7	0.0	9.3	2.2	0.0	6.3	2.9	0.0	0.0	0.9	20.2	3.3
Cycle Q Clear(g_c), s	5.7	0.0	9.3	2.2	0.0	6.3	2.9	0.0	0.0	0.9	20.2	3.3
Prop In Lane	1.00		0.89	1.00		0.84	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	166	0	142	124	0	98	359	1266	1322	458	2501	1115
V/C Ratio(X)	0.48	0.00	0.77	0.24	0.00	0.76	0.35	0.43	0.43	0.09	0.47	0.10
Avail Cap(c_a), veh/h	199	0	288	144	0	232	548	1266	1322	471	2501	1115
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.0	0.0	62.4	59.7	0.0	64.8	6.8	0.0	0.0	5.1	9.1	6.6
Incr Delay (d2), s/veh	2.1	0.0	8.3	1.0	0.0	11.3	0.5	1.0	0.9	0.1	0.6	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	4.9	0.0	7.5	1.9	0.0	5.3	1.7	0.6	0.6	0.5	11.7	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.1	0.0	70.6	60.8	0.0	76.0	7.4	1.0	0.9	5.2	9.8	6.8
LnGrp LOS	E		E	E		E	A	A	A	A	A	A
Approach Vol, veh/h		188			104			1239			1320	
Approach Delay, s/veh		65.8			71.6			1.6			9.4	
Approach LOS		E			E			A			A	

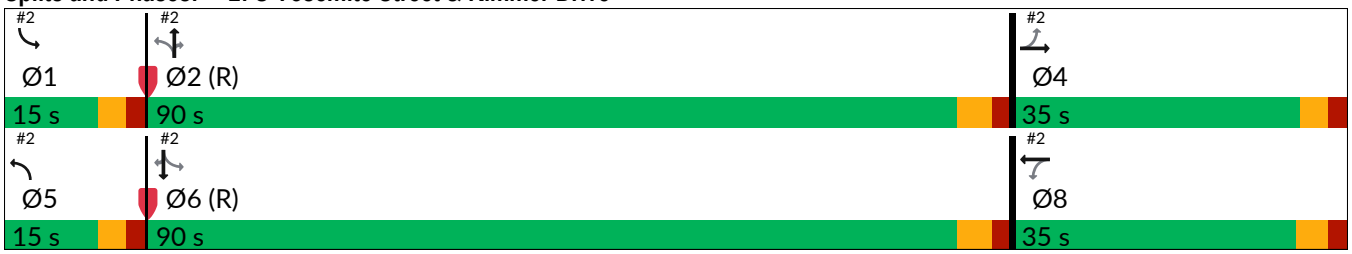
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	105.2	8.4	17.4	10.2	104.0	12.4	13.4
Change Period (Y+Rc), s	5.0	5.5	5.0	5.0	5.0	5.5	5.0	5.0
Max Green Setting (Gmax), s	5.0	84.5	5.0	25.0	20.0	69.5	10.0	20.0
Max Q Clear Time (g_c+I1), s	2.9	2.0	4.2	11.3	4.9	22.2	7.7	8.3
Green Ext Time (p_c), s	0.0	4.8	0.0	0.3	0.3	6.8	0.0	0.1

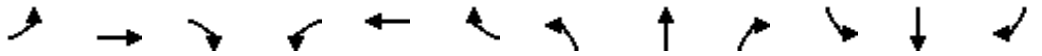
Intersection Summary	
HCM 7th Control Delay, s/veh	12.0
HCM 7th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	36	2	90	3	18	1009	60	41	1098	48
Future Volume (vph)	36	2	90	3	18	1009	60	41	1098	48
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	8	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	23.0	23.0	23.5	23.5	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	35.0	35.0	35.0	35.0	15.0	90.0	90.0	15.0	90.0	90.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	10.7%	64.3%	64.3%	10.7%	64.3%	64.3%
Yellow Time (s)	3.0	3.0	3.5	3.5	3.0	3.5	3.5	3.0	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.5	5.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Act Effct Green (s)	15.7	15.7	15.2	15.2	109.9	104.7	104.7	111.6	107.2	107.2
Actuated g/C Ratio	0.11	0.11	0.11	0.11	0.79	0.75	0.75	0.80	0.77	0.77
v/c Ratio	0.32	0.09	0.65	0.40	0.05	0.41	0.05	0.11	0.44	0.04
Control Delay (s/veh)	62.3	24.1	78.1	14.4	3.6	7.9	1.7	3.1	4.5	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	62.3	24.1	78.1	14.4	3.6	7.9	1.7	3.1	4.5	0.5
LOS	E	C	E	B	A	A	A	A	A	A
Approach Delay (s/veh)		50.2		45.0		7.5			4.2	
Approach LOS		D		D		A			A	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 80 (57%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay (s/veh): 9.6	Intersection LOS: A
Intersection Capacity Utilization 54.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: S Yosemite Street & Kimmer Drive





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	2	15	90	3	95	18	1009	60	41	1098	48
Future Volume (veh/h)	36	2	15	90	3	95	18	1009	60	41	1098	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	39	2	16	98	3	103	20	1097	65	45	1193	52
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	19	156	189	5	168	420	2657	1185	411	2693	1201
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.02	0.75	0.75	0.06	1.00	1.00
Sat Flow, veh/h	1288	179	1433	1395	45	1547	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	39	0	18	98	0	106	20	1097	65	45	1193	52
Grp Sat Flow(s),veh/h/ln	1288	0	1612	1395	0	1592	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	4.2	0.0	1.4	9.5	0.0	8.9	0.4	15.8	1.5	0.8	0.0	0.0
Cycle Q Clear(g_c), s	13.1	0.0	1.4	10.9	0.0	8.9	0.4	15.8	1.5	0.8	0.0	0.0
Prop In Lane	1.00		0.89	1.00		0.97	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	109	0	175	189	0	173	420	2657	1185	411	2693	1201
V/C Ratio(X)	0.36	0.00	0.10	0.52	0.00	0.61	0.05	0.41	0.05	0.11	0.44	0.04
Avail Cap(c_a), veh/h	246	0	346	331	0	335	513	2657	1185	486	2693	1201
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.87	0.87	0.87
Uniform Delay (d), s/veh	65.8	0.0	56.3	61.2	0.0	59.6	3.8	6.4	4.6	4.4	0.0	0.0
Incr Delay (d2), s/veh	2.0	0.0	0.3	2.2	0.0	3.5	0.0	0.5	0.1	0.1	0.5	0.1
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	2.6	0.0	1.1	6.3	0.0	6.8	0.2	9.1	0.8	0.4	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.8	0.0	56.5	63.4	0.0	63.1	3.9	6.9	4.7	4.5	0.5	0.1
LnGrp LOS	E		E	E		E	A	A	A	A	A	A
Approach Vol, veh/h		57			204			1182			1290	
Approach Delay, s/veh		64.2			63.2			6.8			0.6	
Approach LOS		E			E			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.1	110.2		20.7	7.7	111.6		20.7				
Change Period (Y+Rc), s	5.0	5.5		* 5.5	5.0	5.5		5.5				
Max Green Setting (Gmax), s	10.0	84.5		* 30	10.0	84.5		29.5				
Max Q Clear Time (g_c+I1), s	2.8	17.8		15.1	2.4	2.0		12.9				
Green Ext Time (p_c), s	0.0	6.0		0.1	0.0	6.8		0.6				

Intersection Summary	
HCM 7th Control Delay, s/veh	9.3
HCM 7th LOS	A

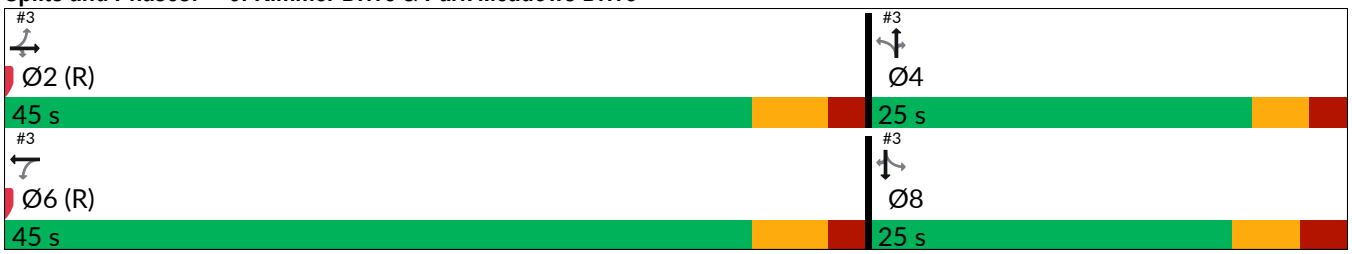
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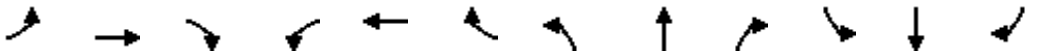
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	34	583	15	57	793	21	15	84	26	7	21
Future Volume (vph)	34	583	15	57	793	21	15	84	26	7	21
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			6		4			8	
Permitted Phases	2		2	6		4		4	8		8
Detector Phase	2	2	2	6	6	4	4	4	8	8	8
Switch Phase											
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	23.0	23.0	23.0	24.0	24.0	24.0
Total Split (s)	45.0	45.0	45.0	45.0	45.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (%)	64.3%	64.3%	64.3%	64.3%	64.3%	35.7%	35.7%	35.7%	35.7%	35.7%	35.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	3.0	3.0	3.0	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	5.0	5.0	5.0	6.0	6.0	6.0
Lead/Lag											
Lead-Lag Optimize?											
Recall Mode	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None	None	None	None
Act Effct Green (s)	54.5	54.5	54.5	54.5	54.5	7.8	7.8	7.8	7.0	7.0	7.0
Actuated g/C Ratio	0.78	0.78	0.78	0.78	0.78	0.11	0.11	0.11	0.10	0.10	0.10
v/c Ratio	0.08	0.23	0.01	0.10	0.32	0.15	0.08	0.35	0.20	0.04	0.11
Control Delay (s/veh)	3.6	3.2	0.2	3.6	3.6	30.1	28.5	10.3	31.7	27.9	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	3.6	3.2	0.2	3.6	3.6	30.1	28.5	10.3	31.7	27.9	5.1
LOS	A	A	A	A	A	C	C	B	C	C	A
Approach Delay (s/veh)		3.2			3.6		16.0			20.8	
Approach LOS		A			A		B			C	

Intersection Summary	
Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 52 (74%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.35	
Intersection Signal Delay (s/veh): 4.9	Intersection LOS: A
Intersection Capacity Utilization 58.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: Kimmer Drive & Park Meadows Drive





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	583	15	57	793	27	21	15	84	26	7	21
Future Volume (veh/h)	34	583	15	57	793	27	21	15	84	26	7	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	37	634	16	62	862	29	23	16	91	28	8	23
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	513	2637	1176	639	2603	88	217	162	137	204	162	137
Arrive On Green	0.74	0.74	0.74	0.74	0.74	0.74	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	624	3554	1585	782	3508	118	1378	1870	1585	1287	1870	1585
Grp Volume(v), veh/h	37	634	16	62	437	454	23	16	91	28	8	23
Grp Sat Flow(s),veh/h/ln	624	1777	1585	782	1777	1849	1378	1870	1585	1287	1870	1585
Q Serve(g_s), s	1.5	3.9	0.2	1.9	5.9	5.9	1.1	0.6	3.9	1.4	0.3	0.9
Cycle Q Clear(g_c), s	7.4	3.9	0.2	5.8	5.9	5.9	1.4	0.6	3.9	2.0	0.3	0.9
Prop In Lane	1.00		1.00	1.00		0.06	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	513	2637	1176	639	1318	1372	217	162	137	204	162	137
V/C Ratio(X)	0.07	0.24	0.01	0.10	0.33	0.33	0.11	0.10	0.66	0.14	0.05	0.17
Avail Cap(c_a), veh/h	513	2637	1176	639	1318	1372	491	534	453	442	508	430
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	4.4	2.8	2.4	3.8	3.1	3.1	29.9	29.5	31.0	30.4	29.3	29.6
Incr Delay (d2), s/veh	0.3	0.2	0.0	0.3	0.7	0.6	0.2	0.3	5.4	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	0.3	1.3	0.1	0.4	2.2	2.3	0.6	0.4	2.9	0.8	0.2	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	4.6	3.1	2.4	4.1	3.8	3.7	30.2	29.7	36.4	30.7	29.4	30.2
LnGrp LOS	A	A	A	A	A	A	C	C	D	C	C	C
Approach Vol, veh/h		687			953			130			59	
Approach Delay, s/veh		3.1			3.8			34.4			30.3	
Approach LOS		A			A			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		57.9		12.1		57.9		12.1				
Change Period (Y+Rc), s		6.0		* 6		6.0		6.0				
Max Green Setting (Gmax), s		39.0		* 20		39.0		19.0				
Max Q Clear Time (g_c+I1), s		9.4		5.9		7.9		4.0				
Green Ext Time (p_c), s		3.2		0.3		4.0		0.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	6.6
HCM 7th LOS	A

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.5

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	607	11	20	815	10	25
Future Vol, veh/h	607	11	20	815	10	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	140	-	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	660	12	22	886	11	27

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	672	0	1152	336
Stage 1	-	-	-	-	666	-
Stage 2	-	-	-	-	486	-
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	-	-	915	-	191	660
Stage 1	-	-	-	-	473	-
Stage 2	-	-	-	-	584	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	915	-	186	660
Mov Cap-2 Maneuver	-	-	-	-	186	-
Stage 1	-	-	-	-	461	-
Stage 2	-	-	-	-	584	-

Approach	SE	NW	NE
HCM Ctrl Dly, s/v	0	0.22	15.45
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	382	915	-	-	-
HCM Lane V/C Ratio	0.099	0.024	-	-	-
HCM Ctrl Dly (s/v)	15.5	9	-	-	-
HCM Lane LOS	C	A	-	-	-
HCM 95th %tile Q(veh)	0.3	0.1	-	-	-

Intersection	
Int Delay, s/veh	6.2

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	43	24	4	0	16	10	5	11	1	5	2	75
Future Vol, veh/h	43	24	4	0	16	10	5	11	1	5	2	75
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	-	-	-	-	-	-	-	-	-	-	-	-
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	47	26	4	0	17	11	5	12	1	5	2	82

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	28	0	0	30	0	0	140	150	28	148	147	23
Stage 1	-	-	-	-	-	-	122	122	-	23	23	-
Stage 2	-	-	-	-	-	-	18	28	-	126	124	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1585	-	-	1582	-	-	830	742	1047	820	745	1054
Stage 1	-	-	-	-	-	-	882	795	-	995	876	-
Stage 2	-	-	-	-	-	-	1001	872	-	878	793	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1585	-	-	1582	-	-	740	719	1047	781	722	1054
Mov Cap-2 Maneuver	-	-	-	-	-	-	740	719	-	781	722	-
Stage 1	-	-	-	-	-	-	856	771	-	995	876	-
Stage 2	-	-	-	-	-	-	921	872	-	838	770	-

Approach	SE	NW	NE	SW
HCM Ctrl Dly, s/v	4.45	0	10	8.86
HCM LOS			A	A

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SER	SWLn1
Capacity (veh/h)	739	1582	-	-	1060	-	-	1021
HCM Lane V/C Ratio	0.025	-	-	-	0.029	-	-	0.087
HCM Ctrl Dly (s/v)	10	0	-	-	7.3	0	-	8.9
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.3

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	86	17	15	131	1	51	2	29	2	2	6
Future Vol, veh/h	0	86	17	15	131	1	51	2	29	2	2	6
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	85	-	-	70	-	-	60	-	-	-	-	-
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	0	93	18	16	142	1	55	2	32	2	2	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	143	0	0	112	0	0	279	279	103	270	288	143
Stage 1	-	-	-	-	-	-	103	103	-	176	176	-
Stage 2	-	-	-	-	-	-	176	176	-	95	112	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1439	-	-	1478	-	-	674	629	952	682	622	905
Stage 1	-	-	-	-	-	-	903	810	-	826	754	-
Stage 2	-	-	-	-	-	-	826	753	-	912	803	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1439	-	-	1478	-	-	659	622	952	650	615	905
Mov Cap-2 Maneuver	-	-	-	-	-	-	659	622	-	650	615	-
Stage 1	-	-	-	-	-	-	903	810	-	817	745	-
Stage 2	-	-	-	-	-	-	808	745	-	880	803	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.76	10.24	9.73
HCM LOS			B	A

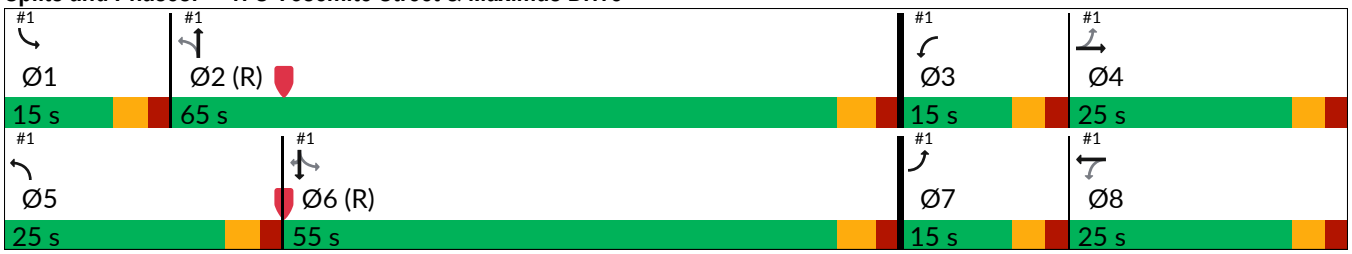
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	659	921	1439	-	-	1478	-	-	772
HCM Lane V/C Ratio	0.084	0.037	-	-	-	0.011	-	-	0.014
HCM Ctrl Dly (s/v)	11	9.1	0	-	-	7.5	-	-	9.7
HCM Lane LOS	B	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.3	0.1	0	-	-	0	-	-	0

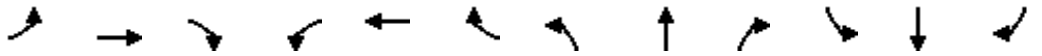
Intersection Capacity Worksheets: Year 2028 Background

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	61	14	35	10	73	913	55	779	69
Future Volume (vph)	61	14	35	10	73	913	55	779	69
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases	4		8		2		6		6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	10.0	23.0	10.0	23.0	23.0	24.0	10.0	24.0	24.0
Total Split (s)	15.0	25.0	15.0	25.0	25.0	65.0	15.0	55.0	55.0
Total Split (%)	12.5%	20.8%	12.5%	20.8%	20.8%	54.2%	12.5%	45.8%	45.8%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.5	3.0	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.5	5.0	5.5	5.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	None	C-Min	C-Min
Act Effct Green (s)	18.1	11.5	13.7	7.4	86.8	80.4	86.1	80.1	80.1
Actuated g/C Ratio	0.15	0.10	0.11	0.06	0.72	0.67	0.72	0.67	0.67
v/c Ratio	0.33	0.40	0.21	0.51	0.17	0.43	0.15	0.36	0.07
Control Delay (s/veh)	44.9	20.9	43.0	26.3	5.3	8.2	6.2	11.1	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	44.9	20.9	43.0	26.3	5.3	8.2	6.2	11.1	0.1
LOS	D	C	D	C	A	A	A	B	A
Approach Delay (s/veh)		31.1		31.4		8.0		10.0	
Approach LOS		C		C		A		A	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 101 (84%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay (s/veh): 11.6	Intersection LOS: B
Intersection Capacity Utilization 53.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: S Yosemite Street & Maximus Drive





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	14	68	35	10	70	73	913	29	55	779	69
Future Volume (veh/h)	61	14	68	35	10	70	73	913	29	55	779	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	66	15	74	38	11	76	79	992	32	60	847	75
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	165	24	117	157	15	100	479	2378	77	494	2385	1064
Arrive On Green	0.05	0.09	0.09	0.03	0.07	0.07	0.08	1.00	1.00	0.04	0.67	0.67
Sat Flow, veh/h	1781	274	1353	1781	204	1412	1781	3513	113	1781	3554	1585
Grp Volume(v), veh/h	66	0	89	38	0	87	79	502	522	60	847	75
Grp Sat Flow(s),veh/h/ln	1781	0	1627	1781	0	1616	1781	1777	1850	1781	1777	1585
Q Serve(g_s), s	4.1	0.0	6.3	2.4	0.0	6.3	1.6	0.0	0.0	1.2	12.3	2.0
Cycle Q Clear(g_c), s	4.1	0.0	6.3	2.4	0.0	6.3	1.6	0.0	0.0	1.2	12.3	2.0
Prop In Lane	1.00		0.83	1.00		0.87	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	165	0	141	157	0	115	479	1203	1252	494	2385	1064
V/C Ratio(X)	0.40	0.00	0.63	0.24	0.00	0.76	0.17	0.42	0.42	0.12	0.36	0.07
Avail Cap(c_a), veh/h	232	0	271	252	0	269	701	1203	1252	578	2385	1064
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.8	0.0	53.0	49.6	0.0	54.7	5.6	0.0	0.0	5.3	8.5	6.8
Incr Delay (d2), s/veh	1.6	0.0	4.6	0.8	0.0	9.8	0.1	1.0	0.9	0.1	0.4	0.1
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	3.4	0.0	5.0	2.0	0.0	5.2	0.9	0.6	0.6	0.7	7.8	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.4	0.0	57.6	50.4	0.0	64.5	5.8	1.0	0.9	5.4	8.9	6.9
LnGrp LOS	D		E	D		E	A	A	A	A	A	A
Approach Vol, veh/h		155			125			1103			982	
Approach Delay, s/veh		54.5			60.2			1.3			8.6	
Approach LOS		D			E			A			A	

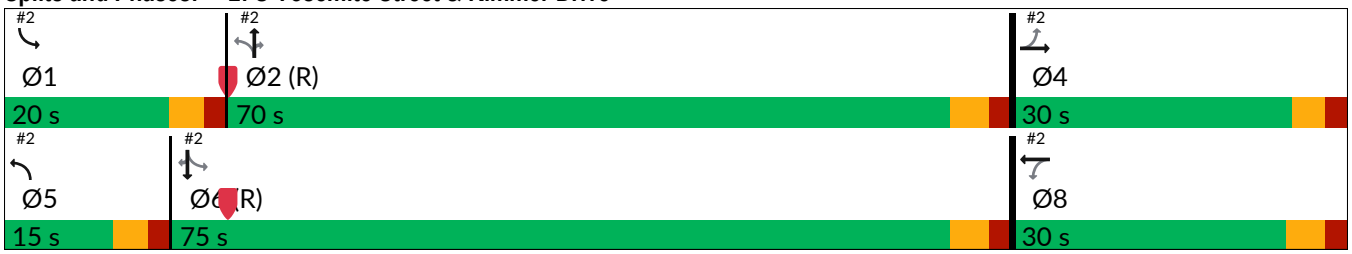
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	86.7	8.6	15.4	10.0	86.0	10.4	13.5
Change Period (Y+Rc), s	5.0	5.5	5.0	5.0	5.0	5.5	5.0	5.0
Max Green Setting (Gmax), s	10.0	59.5	10.0	20.0	20.0	49.5	10.0	20.0
Max Q Clear Time (g_c+I1), s	3.2	2.0	4.4	8.3	3.6	14.3	6.1	8.3
Green Ext Time (p_c), s	0.1	4.2	0.0	0.2	0.2	4.3	0.0	0.2

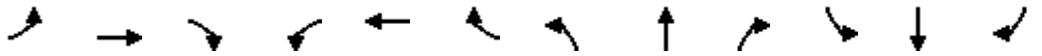
Intersection Summary	
HCM 7th Control Delay, s/veh	10.9
HCM 7th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	25	2	86	1	13	908	67	94	768	19
Future Volume (vph)	25	2	86	1	13	908	67	94	768	19
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	8	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	23.0	23.0	23.5	23.5	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	30.0	30.0	30.0	30.0	15.0	70.0	70.0	20.0	75.0	75.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	12.5%	58.3%	58.3%	16.7%	62.5%	62.5%
Yellow Time (s)	3.0	3.0	3.5	3.5	3.0	3.5	3.5	3.0	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.5	5.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Act Effct Green (s)	13.8	13.8	13.3	13.3	89.6	83.4	83.4	95.2	91.3	91.3
Actuated g/C Ratio	0.12	0.12	0.11	0.11	0.75	0.70	0.70	0.79	0.76	0.76
v/c Ratio	0.18	0.08	0.60	0.35	0.03	0.40	0.07	0.23	0.31	0.02
Control Delay (s/veh)	48.6	22.7	66.9	14.5	3.5	9.0	2.0	2.7	2.1	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	48.6	22.7	66.9	14.5	3.5	9.0	2.0	2.7	2.1	0.0
LOS	D	C	E	B	A	A	A	A	A	A
Approach Delay (s/veh)		39.0		41.3		8.4			2.1	
Approach LOS		D		D		A			A	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 112 (93%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay (s/veh): 9.0	Intersection LOS: A
Intersection Capacity Utilization 55.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: S Yosemite Street & Kimmer Drive





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	2	13	86	1	81	13	908	67	94	768	19
Future Volume (veh/h)	25	2	13	86	1	81	13	908	67	94	768	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	27	2	14	93	1	88	14	987	73	102	835	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	114	19	134	180	2	149	559	2600	1159	466	2687	1199
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.02	0.73	0.73	0.08	1.00	1.00
Sat Flow, veh/h	1308	202	1414	1397	18	1570	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	27	0	16	93	0	89	14	987	73	102	835	21
Grp Sat Flow(s),veh/h/ln	1308	0	1616	1397	0	1588	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	2.4	0.0	1.1	7.8	0.0	6.4	0.2	12.4	1.6	1.7	0.0	0.0
Cycle Q Clear(g_c), s	8.9	0.0	1.1	8.9	0.0	6.4	0.2	12.4	1.6	1.7	0.0	0.0
Prop In Lane	1.00		0.88	1.00		0.99	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	114	0	153	180	0	151	559	2600	1159	466	2687	1199
V/C Ratio(X)	0.24	0.00	0.10	0.52	0.00	0.59	0.03	0.38	0.06	0.22	0.31	0.02
Avail Cap(c_a), veh/h	262	0	337	333	0	324	680	2600	1159	617	2687	1199
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94
Uniform Delay (d), s/veh	56.3	0.0	49.6	53.7	0.0	52.1	3.9	6.0	4.5	3.9	0.0	0.0
Incr Delay (d2), s/veh	1.1	0.0	0.3	2.3	0.0	3.7	0.0	0.4	0.1	0.2	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.5	0.0	0.8	5.1	0.0	4.9	0.1	7.2	0.8	0.8	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	57.4	0.0	49.9	56.0	0.0	55.7	3.9	6.4	4.6	4.1	0.3	0.0
LnGrp LOS	E		D	E		E	A	A	A	A	A	A
Approach Vol, veh/h		43			182			1074			958	
Approach Delay, s/veh		54.6			55.9			6.3			0.7	
Approach LOS		D			E			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	93.3		16.9	6.9	96.2		16.9				
Change Period (Y+Rc), s	5.0	5.5		* 5.5	5.0	5.5		5.5				
Max Green Setting (Gmax), s	15.0	64.5		* 25	10.0	69.5		24.5				
Max Q Clear Time (g_c+I1), s	3.7	14.4		10.9	2.2	2.0		10.9				
Green Ext Time (p_c), s	0.2	5.3		0.1	0.0	4.0		0.5				

Intersection Summary	
HCM 7th Control Delay, s/veh	8.8
HCM 7th LOS	A

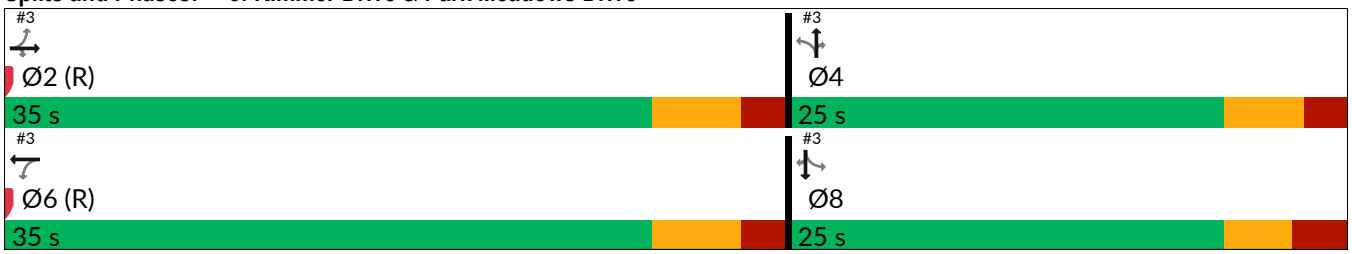
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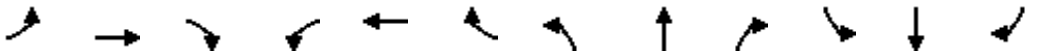
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	31	483	26	43	660	19	10	42	34	5	32
Future Volume (vph)	31	483	26	43	660	19	10	42	34	5	32
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			6		4			8	
Permitted Phases	2		2	6		4		4	8		8
Detector Phase	2	2	2	6	6	4	4	4	8	8	8
Switch Phase											
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	23.5	23.5	23.5	23.5	23.5	23.5
Total Split (s)	35.0	35.0	35.0	35.0	35.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (%)	58.3%	58.3%	58.3%	58.3%	58.3%	41.7%	41.7%	41.7%	41.7%	41.7%	41.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	3.5	3.5	3.5	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag											
Lead-Lag Optimize?											
Recall Mode	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None	None	None	None
Act Effct Green (s)	48.2	48.2	48.2	48.2	48.2	7.1	7.1	7.1	7.2	7.2	7.2
Actuated g/C Ratio	0.80	0.80	0.80	0.80	0.80	0.12	0.12	0.12	0.12	0.12	0.12
v/c Ratio	0.06	0.18	0.02	0.07	0.27	0.12	0.05	0.20	0.20	0.02	0.15
Control Delay (s/veh)	3.8	3.0	1.0	3.7	3.3	23.3	21.6	7.3	25.8	22.2	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	3.8	3.0	1.0	3.7	3.3	23.3	21.6	7.3	25.8	22.2	6.0
LOS	A	A	A	A	A	C	C	A	C	C	A
Approach Delay (s/veh)		3.0			3.3		13.6			16.6	
Approach LOS		A			A		B			B	

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 31 (52%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.27	
Intersection Signal Delay (s/veh): 4.4	Intersection LOS: A
Intersection Capacity Utilization 53.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Kimmer Drive & Park Meadows Drive





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	483	26	43	660	32	19	10	42	34	5	32
Future Volume (veh/h)	31	483	26	43	660	32	19	10	42	34	5	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	525	28	47	717	35	21	11	46	37	5	35
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	590	2599	1159	706	2522	123	222	144	122	216	144	122
Arrive On Green	0.73	0.73	0.73	0.73	0.73	0.73	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	711	3554	1585	855	3449	168	1367	1870	1585	1346	1870	1585
Grp Volume(v), veh/h	34	525	28	47	369	383	21	11	46	37	5	35
Grp Sat Flow(s),veh/h/ln	711	1777	1585	855	1777	1840	1367	1870	1585	1346	1870	1585
Q Serve(g_s), s	1.0	2.8	0.3	1.1	4.2	4.2	0.9	0.3	1.7	1.6	0.1	1.3
Cycle Q Clear(g_c), s	5.3	2.8	0.3	3.9	4.2	4.2	1.0	0.3	1.7	1.9	0.1	1.3
Prop In Lane	1.00		1.00	1.00		0.09	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	590	2599	1159	706	1299	1346	222	144	122	216	144	122
V/C Ratio(X)	0.06	0.20	0.02	0.07	0.28	0.28	0.09	0.08	0.38	0.17	0.03	0.29
Avail Cap(c_a), veh/h	590	2599	1159	706	1299	1346	561	608	515	550	608	515
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	3.6	2.5	2.2	3.2	2.7	2.7	26.1	25.7	26.3	26.6	25.6	26.1
Incr Delay (d2), s/veh	0.2	0.2	0.0	0.2	0.5	0.5	0.2	0.2	1.9	0.4	0.1	1.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	0.7	0.1	0.2	1.3	1.4	0.5	0.3	1.2	0.9	0.1	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	3.8	2.7	2.2	3.3	3.3	3.3	26.3	25.9	28.2	27.0	25.7	27.4
LnGrp LOS	A	A	A	A	A	A	C	C	C	C	C	C
Approach Vol, veh/h		587			799			78			77	
Approach Delay, s/veh		2.8			3.3			27.4			27.1	
Approach LOS		A			A			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		49.9		10.1		49.9		10.1				
Change Period (Y+Rc), s		6.0		5.5		6.0		5.5				
Max Green Setting (Gmax), s		29.0		19.5		29.0		19.5				
Max Q Clear Time (g_c+I1), s		7.3		3.7		6.2		3.9				
Green Ext Time (p_c), s		2.5		0.2		3.0		0.2				

Intersection Summary												
HCM 7th Control Delay, s/veh			5.5									
HCM 7th LOS			A									

Intersection	
Int Delay, s/veh	0.8

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	503	16	25	686	18	37
Future Vol, veh/h	503	16	25	686	18	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	-	-	140	-	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	547	17	27	746	20	40

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	564	0	983	282
Stage 1	-	-	-	-	555	-
Stage 2	-	-	-	-	427	-
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	-	-	1004	-	246	715
Stage 1	-	-	-	-	538	-
Stage 2	-	-	-	-	626	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1004	-	239	715
Mov Cap-2 Maneuver	-	-	-	-	239	-
Stage 1	-	-	-	-	524	-
Stage 2	-	-	-	-	626	-

Approach	SE	NW	NE
HCM Ctrl Dly, s/v	0	0.31	14.63
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	433	1004	-	-	-
HCM Lane V/C Ratio	0.138	0.027	-	-	-
HCM Ctrl Dly (s/v)	14.6	8.7	-	-	-
HCM Lane LOS	B	A	-	-	-
HCM 95th %tile Q(veh)	0.5	0.1	-	-	-

Intersection	
Int Delay, s/veh	7.1

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	75	20	2	1	17	9	6	16	5	11	6	91
Future Vol, veh/h	75	20	2	1	17	9	6	16	5	11	6	91
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	-	-	-	-	-	-	-	-	-	-	-	-
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	22	2	1	18	10	7	17	5	12	7	99

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	28	0	0	24	0	0	210	216	23	219	213	23
Stage 1	-	-	-	-	-	-	186	186	-	26	26	-
Stage 2	-	-	-	-	-	-	24	30	-	193	187	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1585	-	-	1591	-	-	747	682	1054	737	685	1053
Stage 1	-	-	-	-	-	-	816	746	-	992	874	-
Stage 2	-	-	-	-	-	-	994	870	-	808	745	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1585	-	-	1591	-	-	635	646	1054	677	649	1053
Mov Cap-2 Maneuver	-	-	-	-	-	-	635	646	-	677	649	-
Stage 1	-	-	-	-	-	-	773	707	-	991	873	-
Stage 2	-	-	-	-	-	-	893	869	-	743	706	-

Approach	SE	NW	NE	SW
HCM Ctrl Dly, s/v	5.72	0.27	10.43	9.25
HCM LOS			B	A

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SER	SWLn1
Capacity (veh/h)	693	62	-	-	1367	-	-	965
HCM Lane V/C Ratio	0.042	0.001	-	-	0.051	-	-	0.122
HCM Ctrl Dly (s/v)	10.4	7.3	0	-	7.4	0	-	9.2
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0.2	-	-	0.4

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	105	52	14	102	3	61	1	19	5	3	5
Future Vol, veh/h	6	105	52	14	102	3	61	1	19	5	3	5
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	85	-	-	70	-	-	60	-	-	-	-	-
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	7	114	57	15	111	3	66	1	21	5	3	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	114	0	0	171	0	0	298	300	142	271	327	113
Stage 1	-	-	-	-	-	-	155	155	-	143	143	-
Stage 2	-	-	-	-	-	-	143	145	-	128	184	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1475	-	-	1407	-	-	654	612	905	682	592	940
Stage 1	-	-	-	-	-	-	847	769	-	860	779	-
Stage 2	-	-	-	-	-	-	860	777	-	876	748	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1475	-	-	1407	-	-	637	603	905	655	583	940
Mov Cap-2 Maneuver	-	-	-	-	-	-	637	603	-	655	583	-
Stage 1	-	-	-	-	-	-	843	766	-	851	770	-
Stage 2	-	-	-	-	-	-	842	769	-	851	744	-

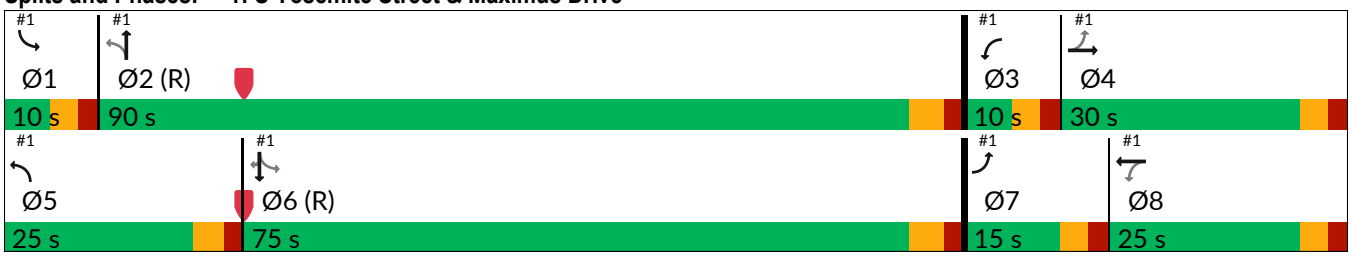
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.27	0.89	10.78	10.11
HCM LOS			B	B

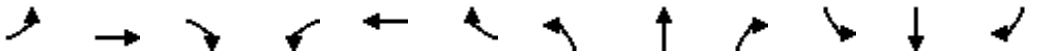
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	637	883	1475	-	-	1407	-	-	718
HCM Lane V/C Ratio	0.104	0.025	0.004	-	-	0.011	-	-	0.02
HCM Ctrl Dly (s/v)	11.3	9.2	7.5	-	-	7.6	-	-	10.1
HCM Lane LOS	B	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.3	0.1	0	-	-	0	-	-	0.1

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	74	11	28	11	117	1011	37	1081	109
Future Volume (vph)	74	11	28	11	117	1011	37	1081	109
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases	4		8		2		6		6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	10.0	23.0	10.0	23.0	23.0	24.0	10.0	24.0	24.0
Total Split (s)	15.0	30.0	10.0	25.0	25.0	90.0	10.0	75.0	75.0
Total Split (%)	10.7%	21.4%	7.1%	17.9%	17.9%	64.3%	7.1%	53.6%	53.6%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.5	3.0	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.5	5.0	5.5	5.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	None	C-Min	C-Min
Act Effct Green (s)	23.4	15.7	14.8	7.5	104.1	96.6	99.4	92.6	92.6
Actuated g/C Ratio	0.17	0.11	0.11	0.05	0.74	0.69	0.71	0.66	0.66
v/c Ratio	0.38	0.41	0.19	0.51	0.38	0.46	0.12	0.50	0.11
Control Delay (s/veh)	54.3	18.5	49.7	31.2	7.9	6.5	6.1	13.8	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	54.3	18.5	49.7	31.2	7.9	6.5	6.1	13.8	1.6
LOS	D	B	D	C	A	A	A	B	A
Approach Delay (s/veh)		33.6		36.5		6.6		12.5	
Approach LOS		C		D		A		B	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 79 (56%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay (s/veh): 12.2	Intersection LOS: B
Intersection Capacity Utilization 60.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: S Yosemite Street & Maximus Drive





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	11	90	28	11	58	117	1011	23	37	1081	109
Future Volume (veh/h)	74	11	90	28	11	58	117	1011	23	37	1081	109
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	80	12	98	30	12	63	127	1099	25	40	1175	118
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	167	16	129	125	16	83	355	2526	57	453	2495	1113
Arrive On Green	0.05	0.09	0.09	0.02	0.06	0.06	0.07	1.00	1.00	0.03	0.70	0.70
Sat Flow, veh/h	1781	176	1436	1781	260	1365	1781	3552	81	1781	3554	1585
Grp Volume(v), veh/h	80	0	110	30	0	75	127	550	574	40	1175	118
Grp Sat Flow(s),veh/h/ln	1781	0	1612	1781	0	1625	1781	1777	1856	1781	1777	1585
Q Serve(g_s), s	5.8	0.0	9.3	2.2	0.0	6.4	2.9	0.0	0.0	0.9	20.6	3.4
Cycle Q Clear(g_c), s	5.8	0.0	9.3	2.2	0.0	6.4	2.9	0.0	0.0	0.9	20.6	3.4
Prop In Lane	1.00		0.89	1.00		0.84	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	167	0	144	125	0	99	355	1264	1320	453	2495	1113
V/C Ratio(X)	0.48	0.00	0.76	0.24	0.00	0.76	0.36	0.43	0.44	0.09	0.47	0.11
Avail Cap(c_a), veh/h	199	0	288	144	0	232	543	1264	1320	467	2495	1113
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.8	0.0	62.3	59.7	0.0	64.7	7.0	0.0	0.0	5.2	9.3	6.7
Incr Delay (d2), s/veh	2.1	0.0	8.0	1.0	0.0	11.3	0.6	1.0	1.0	0.1	0.6	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	4.9	0.0	7.5	1.9	0.0	5.3	1.7	0.6	0.6	0.5	11.9	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	58.9	0.0	70.3	60.7	0.0	76.0	7.5	1.0	1.0	5.3	9.9	6.9
LnGrp LOS	E		E	E		E	A	A	A	A	A	A
Approach Vol, veh/h		190			105			1251			1333	
Approach Delay, s/veh		65.5			71.6			1.6			9.5	
Approach LOS		E			E			A			A	

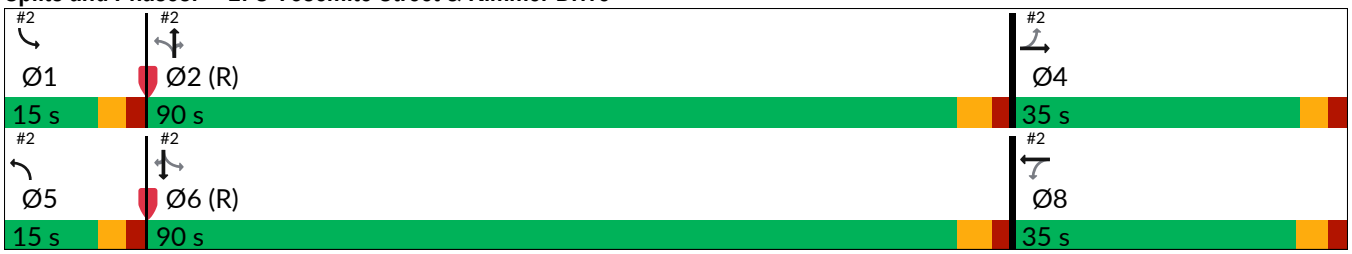
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	105.1	8.4	17.5	10.2	103.8	12.5	13.5
Change Period (Y+Rc), s	5.0	5.5	5.0	5.0	5.0	5.5	5.0	5.0
Max Green Setting (Gmax), s	5.0	84.5	5.0	25.0	20.0	69.5	10.0	20.0
Max Q Clear Time (g_c+I1), s	2.9	2.0	4.2	11.3	4.9	22.6	7.8	8.4
Green Ext Time (p_c), s	0.0	4.8	0.0	0.3	0.3	6.9	0.0	0.1

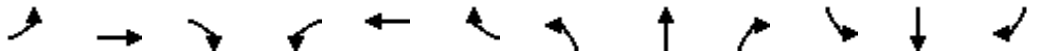
Intersection Summary	
HCM 7th Control Delay, s/veh	12.1
HCM 7th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	36	2	90	3	18	1019	60	41	1109	48
Future Volume (vph)	36	2	90	3	18	1019	60	41	1109	48
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	8	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	23.0	23.0	23.5	23.5	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	35.0	35.0	35.0	35.0	15.0	90.0	90.0	15.0	90.0	90.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	10.7%	64.3%	64.3%	10.7%	64.3%	64.3%
Yellow Time (s)	3.0	3.0	3.5	3.5	3.0	3.5	3.5	3.0	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.5	5.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Act Effct Green (s)	15.7	15.7	15.2	15.2	109.9	104.7	104.7	111.6	107.2	107.2
Actuated g/C Ratio	0.11	0.11	0.11	0.11	0.79	0.75	0.75	0.80	0.77	0.77
v/c Ratio	0.32	0.09	0.65	0.40	0.06	0.42	0.05	0.11	0.44	0.04
Control Delay (s/veh)	62.3	24.1	78.0	14.4	3.6	7.9	1.7	3.1	4.5	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	62.3	24.1	78.0	14.4	3.6	7.9	1.7	3.1	4.5	0.5
LOS	E	C	E	B	A	A	A	A	A	A
Approach Delay (s/veh)		50.2		45.0		7.5			4.3	
Approach LOS		D		D		A			A	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 80 (57%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay (s/veh): 9.6	Intersection LOS: A
Intersection Capacity Utilization 54.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: S Yosemite Street & Kimmer Drive





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	2	15	90	3	95	18	1019	60	41	1109	48
Future Volume (veh/h)	36	2	15	90	3	95	18	1019	60	41	1109	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	39	2	16	98	3	103	20	1108	65	45	1205	52
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	19	156	189	5	168	416	2657	1185	407	2693	1201
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.02	0.75	0.75	0.06	1.00	1.00
Sat Flow, veh/h	1288	179	1433	1395	45	1547	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	39	0	18	98	0	106	20	1108	65	45	1205	52
Grp Sat Flow(s),veh/h/ln	1288	0	1612	1395	0	1592	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	4.2	0.0	1.4	9.5	0.0	8.9	0.4	16.0	1.5	0.8	0.0	0.0
Cycle Q Clear(g_c), s	13.1	0.0	1.4	10.9	0.0	8.9	0.4	16.0	1.5	0.8	0.0	0.0
Prop In Lane	1.00		0.89	1.00		0.97	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	109	0	175	189	0	173	416	2657	1185	407	2693	1201
V/C Ratio(X)	0.36	0.00	0.10	0.52	0.00	0.61	0.05	0.42	0.05	0.11	0.45	0.04
Avail Cap(c_a), veh/h	246	0	346	331	0	335	509	2657	1185	482	2693	1201
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86
Uniform Delay (d), s/veh	65.8	0.0	56.3	61.2	0.0	59.6	3.8	6.5	4.6	4.4	0.0	0.0
Incr Delay (d2), s/veh	2.0	0.0	0.3	2.2	0.0	3.5	0.0	0.5	0.1	0.1	0.5	0.1
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	2.6	0.0	1.1	6.3	0.0	6.8	0.2	9.2	0.8	0.4	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.8	0.0	56.5	63.4	0.0	63.1	3.9	7.0	4.7	4.5	0.5	0.1
LnGrp LOS	E		E	E		E	A	A	A	A	A	A
Approach Vol, veh/h		57			204			1193			1302	
Approach Delay, s/veh		64.2			63.2			6.8			0.6	
Approach LOS		E			E			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.1	110.2		20.7	7.7	111.6		20.7				
Change Period (Y+Rc), s	5.0	5.5		* 5.5	5.0	5.5		5.5				
Max Green Setting (Gmax), s	10.0	84.5		* 30	10.0	84.5		29.5				
Max Q Clear Time (g_c+I1), s	2.8	18.0		15.1	2.4	2.0		12.9				
Green Ext Time (p_c), s	0.0	6.1		0.1	0.0	6.9		0.6				

Intersection Summary	
HCM 7th Control Delay, s/veh	9.2
HCM 7th LOS	A

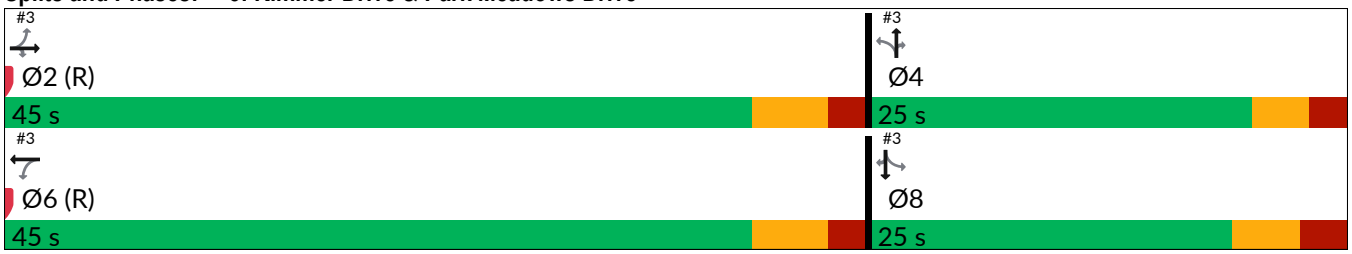
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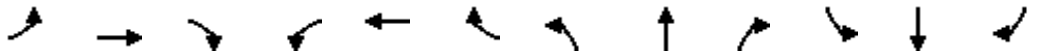
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	34	589	15	57	801	21	15	84	26	7	21
Future Volume (vph)	34	589	15	57	801	21	15	84	26	7	21
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			6		4			8	
Permitted Phases	2		2	6		4		4	8		8
Detector Phase	2	2	2	6	6	4	4	4	8	8	8
Switch Phase											
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	23.0	23.0	23.0	24.0	24.0	24.0
Total Split (s)	45.0	45.0	45.0	45.0	45.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (%)	64.3%	64.3%	64.3%	64.3%	64.3%	35.7%	35.7%	35.7%	35.7%	35.7%	35.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	3.0	3.0	3.0	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	5.0	5.0	5.0	6.0	6.0	6.0
Lead/Lag											
Lead-Lag Optimize?											
Recall Mode	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None	None	None	None
Act Effct Green (s)	54.5	54.5	54.5	54.5	54.5	7.8	7.8	7.8	7.0	7.0	7.0
Actuated g/C Ratio	0.78	0.78	0.78	0.78	0.78	0.11	0.11	0.11	0.10	0.10	0.10
v/c Ratio	0.08	0.23	0.01	0.10	0.33	0.15	0.08	0.35	0.20	0.04	0.11
Control Delay (s/veh)	3.6	3.2	0.2	3.7	3.6	30.0	28.3	10.3	31.7	27.9	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	3.6	3.2	0.2	3.7	3.6	30.0	28.3	10.3	31.7	27.9	5.1
LOS	A	A	A	A	A	C	C	B	C	C	A
Approach Delay (s/veh)		3.2			3.6		16.0			20.8	
Approach LOS		A			A		B			C	

Intersection Summary	
Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 52 (74%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.35	
Intersection Signal Delay (s/veh): 4.9	Intersection LOS: A
Intersection Capacity Utilization 58.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: Kimmer Drive & Park Meadows Drive





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	589	15	57	801	27	21	15	84	26	7	21
Future Volume (veh/h)	34	589	15	57	801	27	21	15	84	26	7	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	37	640	16	62	871	29	23	16	91	28	8	23
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	509	2637	1176	636	2604	87	217	162	137	204	162	137
Arrive On Green	0.74	0.74	0.74	0.74	0.74	0.74	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	619	3554	1585	777	3509	117	1378	1870	1585	1287	1870	1585
Grp Volume(v), veh/h	37	640	16	62	441	459	23	16	91	28	8	23
Grp Sat Flow(s),veh/h/ln	619	1777	1585	777	1777	1849	1378	1870	1585	1287	1870	1585
Q Serve(g_s), s	1.5	4.0	0.2	1.9	6.0	6.0	1.1	0.6	3.9	1.4	0.3	0.9
Cycle Q Clear(g_c), s	7.5	4.0	0.2	5.9	6.0	6.0	1.4	0.6	3.9	2.0	0.3	0.9
Prop In Lane	1.00		1.00	1.00		0.06	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	509	2637	1176	636	1318	1372	217	162	137	204	162	137
V/C Ratio(X)	0.07	0.24	0.01	0.10	0.33	0.33	0.11	0.10	0.66	0.14	0.05	0.17
Avail Cap(c_a), veh/h	509	2637	1176	636	1318	1372	491	534	453	442	508	430
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	4.4	2.8	2.4	3.8	3.1	3.1	29.9	29.5	31.0	30.4	29.3	29.6
Incr Delay (d2), s/veh	0.3	0.2	0.0	0.3	0.7	0.7	0.2	0.3	5.4	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	0.3	1.3	0.1	0.4	2.2	2.3	0.6	0.4	2.9	0.8	0.2	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	4.7	3.1	2.4	4.1	3.8	3.8	30.2	29.7	36.4	30.7	29.4	30.2
LnGrp LOS	A	A	A	A	A	A	C	C	D	C	C	C
Approach Vol, veh/h		693			962			130			59	
Approach Delay, s/veh		3.1			3.8			34.4			30.3	
Approach LOS		A			A			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		57.9		12.1		57.9		12.1				
Change Period (Y+Rc), s		6.0		* 6		6.0		6.0				
Max Green Setting (Gmax), s		39.0		* 20		39.0		19.0				
Max Q Clear Time (g_c+I1), s		9.5		5.9		8.0		4.0				
Green Ext Time (p_c), s		3.2		0.3		4.0		0.1				

Intersection Summary												
HCM 7th Control Delay, s/veh			6.6									
HCM 7th LOS			A									

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.5

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	613	11	20	823	10	25
Future Vol, veh/h	613	11	20	823	10	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	140	-	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	666	12	22	895	11	27

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	678	0	1163	339
Stage 1	-	-	-	-	672	-
Stage 2	-	-	-	-	491	-
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	-	-	910	-	188	657
Stage 1	-	-	-	-	469	-
Stage 2	-	-	-	-	581	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	910	-	183	657
Mov Cap-2 Maneuver	-	-	-	-	183	-
Stage 1	-	-	-	-	458	-
Stage 2	-	-	-	-	581	-

Approach	SE	NW	NE
HCM Ctrl Dly, s/v	0	0.21	15.59
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	378	910	-	-	-
HCM Lane V/C Ratio	0.101	0.024	-	-	-
HCM Ctrl Dly (s/v)	15.6	9.1	-	-	-
HCM Lane LOS	C	A	-	-	-
HCM 95th %tile Q(veh)	0.3	0.1	-	-	-

Intersection	
Int Delay, s/veh	6.2

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	43	24	4	0	16	10	5	11	1	5	2	75
Future Vol, veh/h	43	24	4	0	16	10	5	11	1	5	2	75
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	-	-	-	-	-	-	-	-	-	-	-	-
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	47	26	4	0	17	11	5	12	1	5	2	82

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	28	0	0	30	0	0	140	150	28	148	147	23
Stage 1	-	-	-	-	-	-	122	122	-	23	23	-
Stage 2	-	-	-	-	-	-	18	28	-	126	124	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1585	-	-	1582	-	-	830	742	1047	820	745	1054
Stage 1	-	-	-	-	-	-	882	795	-	995	876	-
Stage 2	-	-	-	-	-	-	1001	872	-	878	793	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1585	-	-	1582	-	-	740	719	1047	781	722	1054
Mov Cap-2 Maneuver	-	-	-	-	-	-	740	719	-	781	722	-
Stage 1	-	-	-	-	-	-	856	771	-	995	876	-
Stage 2	-	-	-	-	-	-	921	872	-	838	770	-

Approach	SE	NW	NE	SW
HCM Ctrl Dly, s/v	4.45	0	10	8.86
HCM LOS			A	A

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SER	SWLn1
Capacity (veh/h)	739	1582	-	-	1060	-	-	1021
HCM Lane V/C Ratio	0.025	-	-	-	0.029	-	-	0.087
HCM Ctrl Dly (s/v)	10	0	-	-	7.3	0	-	8.9
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.3

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	86	17	15	131	1	51	2	29	2	2	6
Future Vol, veh/h	0	86	17	15	131	1	51	2	29	2	2	6
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	85	-	-	70	-	-	60	-	-	-	-	-
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	0	93	18	16	142	1	55	2	32	2	2	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	143	0	0	112	0	0	279	279	103	270	288	143
Stage 1	-	-	-	-	-	-	103	103	-	176	176	-
Stage 2	-	-	-	-	-	-	176	176	-	95	112	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1439	-	-	1478	-	-	674	629	952	682	622	905
Stage 1	-	-	-	-	-	-	903	810	-	826	754	-
Stage 2	-	-	-	-	-	-	826	753	-	912	803	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1439	-	-	1478	-	-	659	622	952	650	615	905
Mov Cap-2 Maneuver	-	-	-	-	-	-	659	622	-	650	615	-
Stage 1	-	-	-	-	-	-	903	810	-	817	745	-
Stage 2	-	-	-	-	-	-	808	745	-	880	803	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.76	10.24	9.73
HCM LOS			B	A

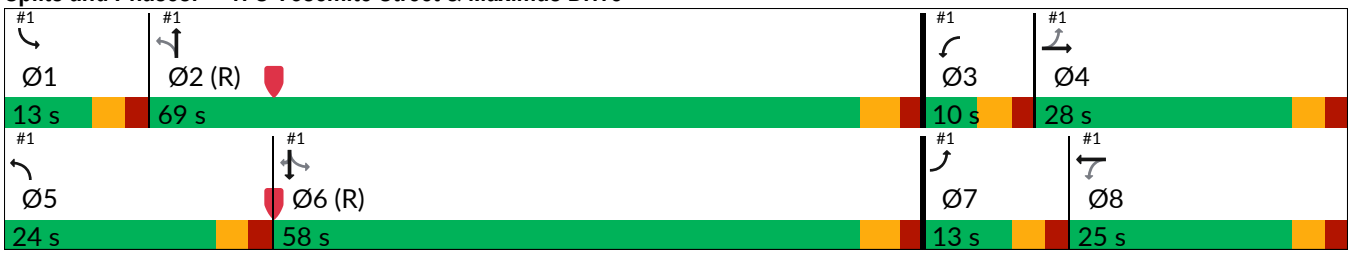
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	659	921	1439	-	-	1478	-	-	772
HCM Lane V/C Ratio	0.084	0.037	-	-	-	0.011	-	-	0.014
HCM Ctrl Dly (s/v)	11	9.1	0	-	-	7.5	-	-	9.7
HCM Lane LOS	B	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.3	0.1	0	-	-	0	-	-	0

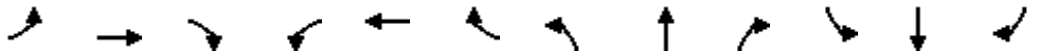
Intersection Capacity Worksheets: Year 2046 Background

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	70	15	40	15	80	1000	60	855	75
Future Volume (vph)	70	15	40	15	80	1000	60	855	75
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases	4		8		2		6		6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	10.0	23.0	10.0	23.0	23.0	24.0	10.0	24.0	24.0
Total Split (s)	13.0	28.0	10.0	25.0	24.0	69.0	13.0	58.0	58.0
Total Split (%)	10.8%	23.3%	8.3%	20.8%	20.0%	57.5%	10.8%	48.3%	48.3%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.5	3.0	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.5	5.0	5.5	5.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	None	C-Min	C-Min
Act Effct Green (s)	18.6	9.8	14.3	7.7	86.0	79.4	84.2	76.9	76.9
Actuated g/C Ratio	0.16	0.08	0.12	0.06	0.72	0.66	0.70	0.64	0.64
v/c Ratio	0.37	0.47	0.23	0.55	0.21	0.48	0.19	0.41	0.08
Control Delay (s/veh)	45.3	22.2	42.2	27.0	5.9	8.7	6.9	12.6	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	45.3	22.2	42.2	27.0	5.9	8.7	6.9	12.6	0.1
LOS	D	C	D	C	A	A	A	B	A
Approach Delay (s/veh)		32.3		31.4		8.5		11.3	
Approach LOS		C		C		A		B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 101 (84%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.55	
Intersection Signal Delay (s/veh): 12.5	Intersection LOS: B
Intersection Capacity Utilization 56.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: S Yosemite Street & Maximus Drive





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	15	75	40	15	80	80	1000	35	60	855	75
Future Volume (veh/h)	70	15	75	40	15	80	80	1000	35	60	855	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	76	16	82	43	16	87	87	1087	38	65	929	82
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	175	27	136	171	20	111	432	2313	81	454	2330	1039
Arrive On Green	0.05	0.10	0.10	0.03	0.08	0.08	0.08	1.00	1.00	0.04	0.66	0.66
Sat Flow, veh/h	1781	265	1360	1781	252	1371	1781	3503	122	1781	3554	1585
Grp Volume(v), veh/h	76	0	98	43	0	103	87	551	574	65	929	82
Grp Sat Flow(s),veh/h/ln	1781	0	1626	1781	0	1624	1781	1777	1848	1781	1777	1585
Q Serve(g_s), s	4.6	0.0	6.9	2.6	0.0	7.5	1.9	0.0	0.0	1.4	14.6	2.3
Cycle Q Clear(g_c), s	4.6	0.0	6.9	2.6	0.0	7.5	1.9	0.0	0.0	1.4	14.6	2.3
Prop In Lane	1.00		0.84	1.00		0.84	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	175	0	163	171	0	131	432	1174	1221	454	2330	1039
V/C Ratio(X)	0.43	0.00	0.60	0.25	0.00	0.79	0.20	0.47	0.47	0.14	0.40	0.08
Avail Cap(c_a), veh/h	203	0	312	189	0	271	640	1174	1221	507	2330	1039
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.90	0.90	0.90	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.5	0.0	51.7	48.5	0.0	54.1	6.5	0.0	0.0	5.9	9.6	7.5
Incr Delay (d2), s/veh	1.7	0.0	3.5	0.8	0.0	9.9	0.2	1.2	1.2	0.1	0.5	0.1
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	3.9	0.0	5.4	2.2	0.0	6.2	1.1	0.7	0.7	0.9	9.1	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	49.2	0.0	55.3	49.3	0.0	64.0	6.7	1.2	1.2	6.0	10.1	7.7
LnGrp LOS	D		E	D		E	A	A	A	A	B	A
Approach Vol, veh/h		174			146			1212			1076	
Approach Delay, s/veh		52.6			59.7			1.6			9.7	
Approach LOS		D			E			A			A	

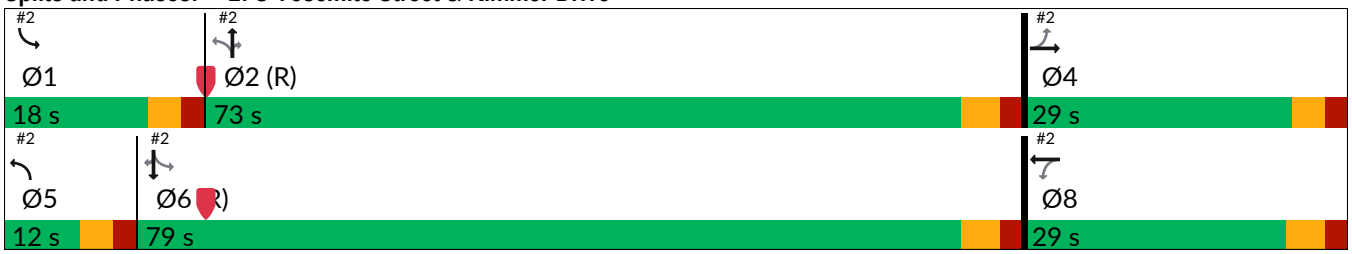
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	84.8	8.8	17.0	10.0	84.2	11.1	14.7
Change Period (Y+Rc), s	5.0	5.5	5.0	5.0	5.0	5.5	5.0	5.0
Max Green Setting (Gmax), s	8.0	63.5	5.0	23.0	19.0	52.5	8.0	20.0
Max Q Clear Time (g_c+I1), s	3.4	2.0	4.6	8.9	3.9	16.6	6.6	9.5
Green Ext Time (p_c), s	0.0	4.9	0.0	0.2	0.2	4.8	0.0	0.2

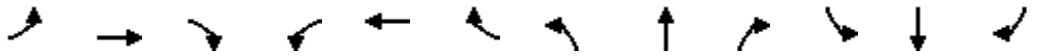
Intersection Summary	
HCM 7th Control Delay, s/veh	11.6
HCM 7th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	25	5	90	5	15	995	70	95	840	20
Future Volume (vph)	25	5	90	5	15	995	70	95	840	20
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	8	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	23.0	23.0	23.5	23.5	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	29.0	29.0	29.0	29.0	12.0	73.0	73.0	18.0	79.0	79.0
Total Split (%)	24.2%	24.2%	24.2%	24.2%	10.0%	60.8%	60.8%	15.0%	65.8%	65.8%
Yellow Time (s)	3.0	3.0	3.5	3.5	3.0	3.5	3.5	3.0	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.5	5.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Act Effct Green (s)	14.3	14.3	13.8	13.8	89.1	82.9	82.9	94.8	90.8	90.8
Actuated g/C Ratio	0.12	0.12	0.12	0.12	0.74	0.69	0.69	0.79	0.76	0.76
v/c Ratio	0.18	0.10	0.62	0.37	0.03	0.44	0.07	0.26	0.34	0.02
Control Delay (s/veh)	48.2	23.5	66.1	14.3	3.7	9.6	0.6	3.3	2.1	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	48.2	23.5	66.1	14.3	3.7	9.6	0.6	3.3	2.1	0.1
LOS	D	C	E	B	A	A	A	A	A	A
Approach Delay (s/veh)		37.4		40.4		9.0			2.1	
Approach LOS		D		D		A			A	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 112 (93%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay (s/veh): 9.1	Intersection LOS: A
Intersection Capacity Utilization 57.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: S Yosemite Street & Kimmer Drive





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	5	15	90	5	85	15	995	70	95	840	20
Future Volume (veh/h)	25	5	15	90	5	85	15	995	70	95	840	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	27	5	16	98	5	92	16	1082	76	103	913	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	116	40	127	185	8	154	525	2576	1149	425	2658	1186
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	0.02	0.72	0.72	0.08	1.00	1.00
Sat Flow, veh/h	1298	392	1253	1391	82	1515	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	27	0	21	98	0	97	16	1082	76	103	913	22
Grp Sat Flow(s),veh/h/ln	1298	0	1645	1391	0	1598	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	2.4	0.0	1.4	8.3	0.0	7.0	0.3	14.4	1.7	1.8	0.0	0.0
Cycle Q Clear(g_c), s	9.4	0.0	1.4	9.7	0.0	7.0	0.3	14.4	1.7	1.8	0.0	0.0
Prop In Lane	1.00		0.76	1.00		0.95	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	116	0	167	185	0	162	525	2576	1149	425	2658	1186
V/C Ratio(X)	0.23	0.00	0.13	0.53	0.00	0.60	0.03	0.42	0.07	0.24	0.34	0.02
Avail Cap(c_a), veh/h	244	0	329	316	0	313	598	2576	1149	546	2658	1186
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	56.1	0.0	49.1	53.5	0.0	51.6	4.0	6.5	4.8	4.4	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.3	2.3	0.0	3.5	0.0	0.5	0.1	0.3	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.5	0.0	1.1	5.4	0.0	5.3	0.2	8.3	0.9	0.9	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	57.1	0.0	49.4	55.8	0.0	55.1	4.0	7.0	4.9	4.7	0.3	0.0
LnGrp LOS	E		D	E		E	A	A	A	A	A	A
Approach Vol, veh/h		48			195			1174			1038	
Approach Delay, s/veh		53.7			55.5			6.8			0.8	
Approach LOS		D			E			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	92.5		17.7	7.1	95.3		17.7				
Change Period (Y+Rc), s	5.0	5.5		* 5.5	5.0	5.5		5.5				
Max Green Setting (Gmax), s	13.0	67.5		* 24	7.0	73.5		23.5				
Max Q Clear Time (g_c+I1), s	3.8	16.4		11.4	2.3	2.0		11.7				
Green Ext Time (p_c), s	0.2	6.0		0.1	0.0	4.5		0.5				

Intersection Summary	
HCM 7th Control Delay, s/veh	9.0
HCM 7th LOS	A

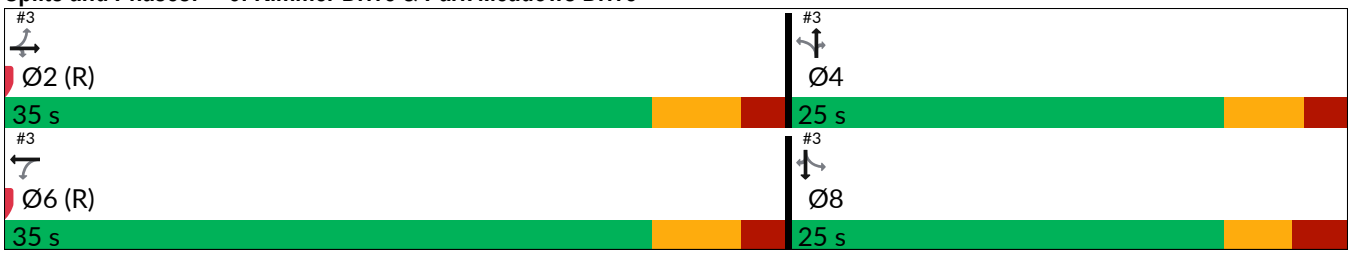
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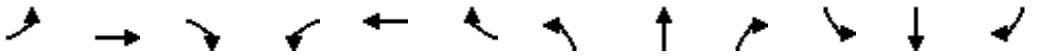
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	35	530	30	45	725	20	10	45	35	5	35
Future Volume (vph)	35	530	30	45	725	20	10	45	35	5	35
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			6		4			8	
Permitted Phases	2		2	6		4		4	8		8
Detector Phase	2	2	2	6	6	4	4	4	8	8	8
Switch Phase											
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	23.5	23.5	23.5	23.5	23.5	23.5
Total Split (s)	35.0	35.0	35.0	35.0	35.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (%)	58.3%	58.3%	58.3%	58.3%	58.3%	41.7%	41.7%	41.7%	41.7%	41.7%	41.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	3.5	3.5	3.5	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag											
Lead-Lag Optimize?											
Recall Mode	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None	None	None	None
Act Effct Green (s)	48.2	48.2	48.2	48.2	48.2	7.1	7.1	7.1	7.2	7.2	7.2
Actuated g/C Ratio	0.80	0.80	0.80	0.80	0.80	0.12	0.12	0.12	0.12	0.12	0.12
v/c Ratio	0.07	0.20	0.03	0.08	0.29	0.12	0.05	0.21	0.21	0.02	0.16
Control Delay (s/veh)	3.9	3.1	1.1	3.7	3.4	24.0	22.8	7.9	25.8	22.2	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	3.9	3.1	1.1	3.7	3.4	24.0	22.8	7.9	25.8	22.2	6.8
LOS	A	A	A	A	A	C	C	A	C	C	A
Approach Delay (s/veh)		3.1			3.4		14.2			16.7	
Approach LOS		A			A		B			B	

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 31 (52%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.29	
Intersection Signal Delay (s/veh): 4.4	Intersection LOS: A
Intersection Capacity Utilization 55.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: Kimmer Drive & Park Meadows Drive





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	530	30	45	725	35	20	10	45	35	5	35
Future Volume (veh/h)	35	530	30	45	725	35	20	10	45	35	5	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	38	576	33	49	788	38	22	11	49	38	5	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	552	2596	1158	671	2521	122	223	146	123	217	146	123
Arrive On Green	0.73	0.73	0.73	0.73	0.73	0.73	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	663	3554	1585	812	3451	166	1364	1870	1585	1343	1870	1585
Grp Volume(v), veh/h	38	576	33	49	406	420	22	11	49	38	5	38
Grp Sat Flow(s),veh/h/ln	663	1777	1585	812	1777	1840	1364	1870	1585	1343	1870	1585
Q Serve(g_s), s	1.3	3.1	0.3	1.2	4.8	4.8	0.9	0.3	1.8	1.6	0.1	1.4
Cycle Q Clear(g_c), s	6.1	3.1	0.3	4.4	4.8	4.8	1.1	0.3	1.8	1.9	0.1	1.4
Prop In Lane	1.00		1.00	1.00		0.09	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	552	2596	1158	671	1298	1344	223	146	123	217	146	123
V/C Ratio(X)	0.07	0.22	0.03	0.07	0.31	0.31	0.10	0.08	0.40	0.17	0.03	0.31
Avail Cap(c_a), veh/h	552	2596	1158	671	1298	1344	560	608	515	549	608	515
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	3.9	2.6	2.2	3.3	2.8	2.8	26.1	25.7	26.3	26.6	25.6	26.1
Incr Delay (d2), s/veh	0.2	0.2	0.0	0.2	0.6	0.6	0.2	0.2	2.1	0.4	0.1	1.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	0.8	0.1	0.3	1.5	1.5	0.5	0.3	1.2	0.9	0.1	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	4.1	2.8	2.3	3.5	3.5	3.4	26.3	25.9	28.4	26.9	25.7	27.5
LnGrp LOS	A	A	A	A	A	A	C	C	C	C	C	C
Approach Vol, veh/h		647			875			82			81	
Approach Delay, s/veh		2.8			3.4			27.5			27.1	
Approach LOS		A			A			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		49.8		10.2		49.8		10.2				
Change Period (Y+Rc), s		6.0		5.5		6.0		5.5				
Max Green Setting (Gmax), s		29.0		19.5		29.0		19.5				
Max Q Clear Time (g_c+I1), s		8.1		3.8		6.8		3.9				
Green Ext Time (p_c), s		2.8		0.2		3.4		0.2				

Intersection Summary												
HCM 7th Control Delay, s/veh			5.5									
HCM 7th LOS			A									

Intersection	
Int Delay, s/veh	0.9

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	550	20	30	750	20	45
Future Vol, veh/h	550	20	30	750	20	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	140	-	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	598	22	33	815	22	49

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	620	0	1082	310
Stage 1	-	-	-	-	609	-
Stage 2	-	-	-	-	473	-
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	-	-	957	-	212	686
Stage 1	-	-	-	-	506	-
Stage 2	-	-	-	-	593	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	957	-	205	686
Mov Cap-2 Maneuver	-	-	-	-	205	-
Stage 1	-	-	-	-	488	-
Stage 2	-	-	-	-	593	-

Approach	SE	NW	NE
HCM Ctrl Dly, s/v	0	0.34	15.97
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	398	957	-	-	-
HCM Lane V/C Ratio	0.177	0.034	-	-	-
HCM Ctrl Dly (s/v)	16	8.9	-	-	-
HCM Lane LOS	C	A	-	-	-
HCM 95th %tile Q(veh)	0.6	0.1	-	-	-

Intersection	
Int Delay, s/veh	7.2

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	75	25	5	5	20	10	10	20	5	15	10	95
Future Vol, veh/h	75	25	5	5	20	10	10	20	5	15	10	95
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	-	-	-	-	-	-	-	-	-	-	-	-
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	27	5	5	22	11	11	22	5	16	11	103

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	33	0	0	33	0	0	231	236	30	239	234	27
Stage 1	-	-	-	-	-	-	193	193	-	38	38	-
Stage 2	-	-	-	-	-	-	38	43	-	201	196	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1579	-	-	1579	-	-	724	664	1045	715	667	1048
Stage 1	-	-	-	-	-	-	809	741	-	977	863	-
Stage 2	-	-	-	-	-	-	977	859	-	801	739	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1579	-	-	1579	-	-	606	627	1045	650	629	1048
Mov Cap-2 Maneuver	-	-	-	-	-	-	606	627	-	650	629	-
Stage 1	-	-	-	-	-	-	766	702	-	974	860	-
Stage 2	-	-	-	-	-	-	867	856	-	731	700	-

Approach	SE	NW	NE	SW
HCM Ctrl Dly, s/v	5.29	1.04	10.8	9.52
HCM LOS			B	A

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SER	SWLn1
Capacity (veh/h)	658	241	-	-	1244	-	-	926
HCM Lane V/C Ratio	0.058	0.003	-	-	0.052	-	-	0.141
HCM Ctrl Dly (s/v)	10.8	7.3	0	-	7.4	0	-	9.5
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0.2	-	-	0.5

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	105	55	15	105	5	65	5	20	5	5	5
Future Vol, veh/h	10	105	55	15	105	5	65	5	20	5	5	5
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	85	-	-	70	-	-	60	-	-	-	-	-
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	114	60	16	114	5	71	5	22	5	5	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	120	0	0	174	0	0	315	318	144	288	345	117
Stage 1	-	-	-	-	-	-	166	166	-	149	149	-
Stage 2	-	-	-	-	-	-	149	152	-	139	196	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1468	-	-	1403	-	-	637	598	903	664	578	935
Stage 1	-	-	-	-	-	-	836	761	-	853	774	-
Stage 2	-	-	-	-	-	-	853	771	-	864	739	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1468	-	-	1403	-	-	616	587	903	630	567	935
Mov Cap-2 Maneuver	-	-	-	-	-	-	616	587	-	630	567	-
Stage 1	-	-	-	-	-	-	830	756	-	843	765	-
Stage 2	-	-	-	-	-	-	832	762	-	831	733	-

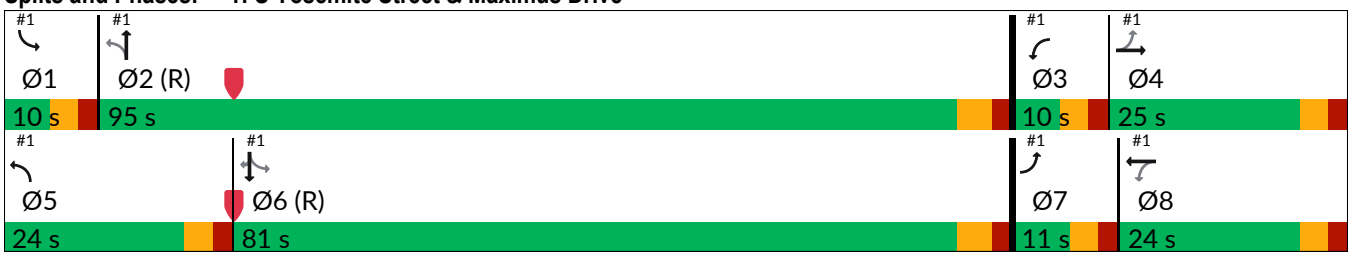
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.44	0.91	11.04	10.43
HCM LOS			B	B

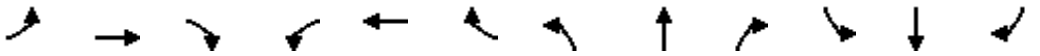
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	616	815	1468	-	-	1403	-	-	679
HCM Lane V/C Ratio	0.115	0.033	0.007	-	-	0.012	-	-	0.024
HCM Ctrl Dly (s/v)	11.6	9.6	7.5	-	-	7.6	-	-	10.4
HCM Lane LOS	B	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.4	0.1	0	-	-	0	-	-	0.1

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	85	15	35	15	130	1110	45	1185	120
Future Volume (vph)	85	15	35	15	130	1110	45	1185	120
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases	4		8		2		6		6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	10.0	23.0	10.0	23.0	23.0	24.0	10.0	24.0	24.0
Total Split (s)	11.0	25.0	10.0	24.0	24.0	95.0	10.0	81.0	81.0
Total Split (%)	7.9%	17.9%	7.1%	17.1%	17.1%	67.9%	7.1%	57.9%	57.9%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.5	3.0	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.5	5.0	5.5	5.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	None	C-Min	C-Min
Act Effct Green (s)	24.3	14.1	15.6	7.8	103.4	95.2	97.8	90.8	90.8
Actuated g/C Ratio	0.17	0.10	0.11	0.06	0.74	0.68	0.70	0.65	0.65
v/c Ratio	0.44	0.48	0.22	0.55	0.47	0.51	0.16	0.56	0.12
Control Delay (s/veh)	55.0	20.1	49.5	32.1	11.6	7.8	7.0	15.9	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	55.0	20.1	49.5	32.1	11.6	7.8	7.0	15.9	2.2
LOS	D	C	D	C	B	A	A	B	A
Approach Delay (s/veh)		34.9		37.4		8.2		14.4	
Approach LOS		C		D		A		B	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 79 (56%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay (s/veh): 14.0	Intersection LOS: B
Intersection Capacity Utilization 64.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: S Yosemite Street & Maximus Drive





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	15	100	35	15	65	130	1110	25	45	1185	120
Future Volume (veh/h)	85	15	100	35	15	65	130	1110	25	45	1185	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	92	16	109	38	16	71	141	1207	27	49	1288	130
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	160	19	130	121	23	102	320	2500	56	419	2464	1099
Arrive On Green	0.04	0.09	0.09	0.03	0.08	0.08	0.08	1.00	1.00	0.03	0.69	0.69
Sat Flow, veh/h	1781	207	1410	1781	300	1331	1781	3553	79	1781	3554	1585
Grp Volume(v), veh/h	92	0	125	38	0	87	141	603	631	49	1288	130
Grp Sat Flow(s),veh/h/ln	1781	0	1617	1781	0	1631	1781	1777	1856	1781	1777	1585
Q Serve(g_s), s	6.0	0.0	10.7	2.7	0.0	7.3	3.4	0.0	0.0	1.1	24.4	3.8
Cycle Q Clear(g_c), s	6.0	0.0	10.7	2.7	0.0	7.3	3.4	0.0	0.0	1.1	24.4	3.8
Prop In Lane	1.00		0.87	1.00		0.82	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	160	0	149	121	0	125	320	1250	1306	419	2464	1099
V/C Ratio(X)	0.57	0.00	0.84	0.32	0.00	0.70	0.44	0.48	0.48	0.12	0.52	0.12
Avail Cap(c_a), veh/h	160	0	231	135	0	221	490	1250	1306	428	2464	1099
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.89	0.89	0.89	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.2	0.0	62.6	57.7	0.0	63.0	8.3	0.0	0.0	5.5	10.3	7.2
Incr Delay (d2), s/veh	4.9	0.0	14.9	1.5	0.0	6.8	0.8	1.2	1.1	0.1	0.8	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	0.9	0.0	8.7	2.3	0.0	5.9	2.0	0.7	0.7	0.7	13.9	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	63.1	0.0	77.4	59.1	0.0	69.8	9.2	1.2	1.1	5.6	11.1	7.4
LnGrp LOS	E		E	E		E	A	A	A	A	B	A
Approach Vol, veh/h		217			125			1375			1467	
Approach Delay, s/veh		71.4			66.6			2.0			10.6	
Approach LOS		E			E			A			B	

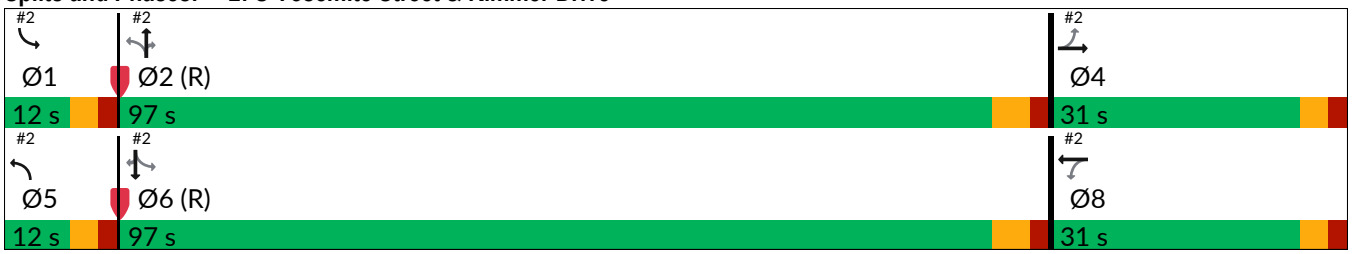
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	104.0	8.9	17.9	10.7	102.6	11.0	15.7
Change Period (Y+Rc), s	5.0	5.5	5.0	5.0	5.0	5.5	5.0	5.0
Max Green Setting (Gmax), s	5.0	89.5	5.0	20.0	19.0	75.5	6.0	19.0
Max Q Clear Time (g_c+I1), s	3.1	2.0	4.7	12.7	5.4	26.4	8.0	9.3
Green Ext Time (p_c), s	0.0	5.6	0.0	0.2	0.3	8.1	0.0	0.2

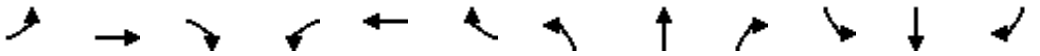
Intersection Summary	
HCM 7th Control Delay, s/veh	13.2
HCM 7th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	40	5	90	5	20	1115	60	45	1215	50
Future Volume (vph)	40	5	90	5	20	1115	60	45	1215	50
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	8	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	23.0	23.0	23.0	23.0	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	31.0	31.0	31.0	31.0	12.0	97.0	97.0	12.0	97.0	97.0
Total Split (%)	22.1%	22.1%	22.1%	22.1%	8.6%	69.3%	69.3%	8.6%	69.3%	69.3%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Act Effct Green (s)	15.2	15.2	15.2	15.2	110.4	104.7	104.7	112.2	107.2	107.2
Actuated g/C Ratio	0.11	0.11	0.11	0.11	0.79	0.75	0.75	0.80	0.77	0.77
v/c Ratio	0.39	0.11	0.65	0.41	0.07	0.46	0.05	0.14	0.49	0.04
Control Delay (s/veh)	66.4	27.4	78.5	15.2	3.6	8.4	1.7	3.2	4.8	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	66.4	27.4	78.5	15.2	3.6	8.4	1.7	3.2	4.9	0.8
LOS	E	C	E	B	A	A	A	A	A	A
Approach Delay (s/veh)		53.6		45.3		8.0			4.6	
Approach LOS		D		D		A			A	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 80 (57%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay (s/veh): 9.9	Intersection LOS: A
Intersection Capacity Utilization 58.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: S Yosemite Street & Kimmer Drive





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	5	15	90	5	95	20	1115	60	45	1215	50
Future Volume (veh/h)	40	5	15	90	5	95	20	1115	60	45	1215	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	43	5	16	98	5	103	22	1212	65	49	1321	54
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	113	44	141	192	8	171	381	2640	1178	370	2675	1193
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.02	0.74	0.74	0.06	1.00	1.00
Sat Flow, veh/h	1286	392	1253	1391	74	1522	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	43	0	21	98	0	108	22	1212	65	49	1321	54
Grp Sat Flow(s),veh/h/ln	1286	0	1645	1391	0	1596	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	4.6	0.0	1.6	9.5	0.0	9.0	0.4	18.6	1.5	0.9	0.0	0.0
Cycle Q Clear(g_c), s	13.6	0.0	1.6	11.1	0.0	9.0	0.4	18.6	1.5	0.9	0.0	0.0
Prop In Lane	1.00		0.76	1.00		0.95	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	113	0	185	192	0	179	381	2640	1178	370	2675	1193
V/C Ratio(X)	0.38	0.00	0.11	0.51	0.00	0.60	0.06	0.46	0.06	0.13	0.49	0.05
Avail Cap(c_a), veh/h	207	0	305	294	0	296	434	2640	1178	405	2675	1193
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.82	0.82	0.82
Uniform Delay (d), s/veh	65.6	0.0	55.9	60.9	0.0	59.2	4.0	7.0	4.8	4.9	0.0	0.0
Incr Delay (d2), s/veh	2.1	0.0	0.3	2.1	0.0	3.2	0.1	0.6	0.1	0.1	0.5	0.1
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	2.9	0.0	1.2	6.2	0.0	6.8	0.2	10.5	0.9	0.5	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.7	0.0	56.1	63.0	0.0	62.4	4.0	7.6	4.9	5.1	0.5	0.1
LnGrp LOS	E		E	E		E	A	A	A	A	A	A
Approach Vol, veh/h		64			206			1299			1424	
Approach Delay, s/veh		63.9			62.7			7.4			0.7	
Approach LOS		E			E			A			A	

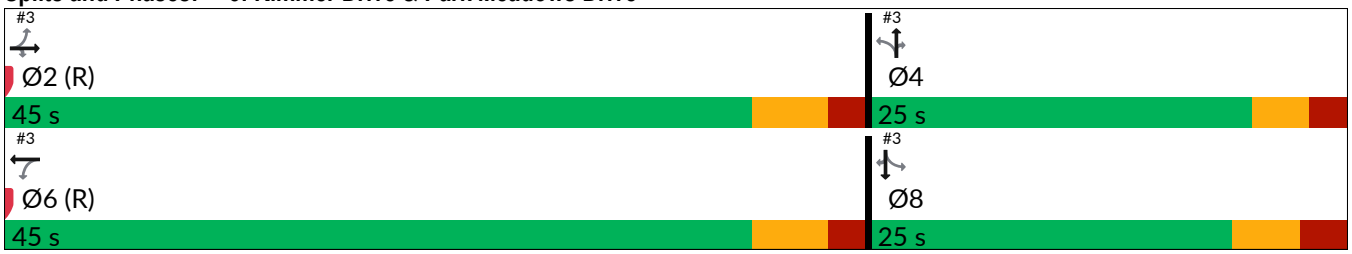
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	110.0		20.7	7.9	111.4		20.7				
Change Period (Y+Rc), s	5.0	6.0		5.0	5.0	6.0		5.0				
Max Green Setting (Gmax), s	7.0	91.0		26.0	7.0	91.0		26.0				
Max Q Clear Time (g_c+I1), s	2.9	20.6		15.6	2.4	2.0		13.1				
Green Ext Time (p_c), s	0.0	7.0		0.1	0.0	7.9		0.6				

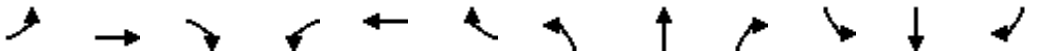
Intersection Summary			
HCM 7th Control Delay, s/veh		9.2	
HCM 7th LOS		A	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	35	645	15	60	880	25	15	85	30	10	25
Future Volume (vph)	35	645	15	60	880	25	15	85	30	10	25
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			6		4			8	
Permitted Phases	2		2	6		4		4	8		8
Detector Phase	2	2	2	6	6	4	4	4	8	8	8
Switch Phase											
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	23.0	23.0	23.0	24.0	24.0	24.0
Total Split (s)	45.0	45.0	45.0	45.0	45.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (%)	64.3%	64.3%	64.3%	64.3%	64.3%	35.7%	35.7%	35.7%	35.7%	35.7%	35.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	3.0	3.0	3.0	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	5.0	5.0	5.0	6.0	6.0	6.0
Lead/Lag											
Lead-Lag Optimize?											
Recall Mode	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None	None	None	None
Act Effct Green (s)	54.3	54.3	54.3	54.3	54.3	8.0	8.0	8.0	7.2	7.2	7.2
Actuated g/C Ratio	0.78	0.78	0.78	0.78	0.78	0.11	0.11	0.11	0.10	0.10	0.10
v/c Ratio	0.09	0.26	0.01	0.12	0.36	0.17	0.07	0.35	0.23	0.06	0.13
Control Delay (s/veh)	3.9	3.4	0.2	3.9	3.9	29.9	28.0	9.6	32.0	27.8	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	3.9	3.4	0.2	3.9	3.9	29.9	28.0	9.6	32.0	27.8	6.1
LOS	A	A	A	A	A	C	C	A	C	C	A
Approach Delay (s/veh)		3.4			3.9		15.8			21.5	
Approach LOS		A			A		B			C	

Intersection Summary	
Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 52 (74%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.36	
Intersection Signal Delay (s/veh): 5.1	Intersection LOS: A
Intersection Capacity Utilization 61.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: Kimmer Drive & Park Meadows Drive





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	645	15	60	880	30	25	15	85	30	10	25
Future Volume (veh/h)	35	645	15	60	880	30	25	15	85	30	10	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	38	701	16	65	957	33	27	16	92	33	11	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	469	2632	1174	600	2595	89	216	165	140	206	165	140
Arrive On Green	0.74	0.74	0.74	0.74	0.74	0.74	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	569	3554	1585	734	3505	121	1370	1870	1585	1286	1870	1585
Grp Volume(v), veh/h	38	701	16	65	485	505	27	16	92	33	11	27
Grp Sat Flow(s),veh/h/ln	569	1777	1585	734	1777	1849	1370	1870	1585	1286	1870	1585
Q Serve(g_s), s	1.8	4.5	0.2	2.2	6.8	6.8	1.3	0.6	3.9	1.7	0.4	1.1
Cycle Q Clear(g_c), s	8.6	4.5	0.2	6.7	6.8	6.8	1.7	0.6	3.9	2.2	0.4	1.1
Prop In Lane	1.00		1.00	1.00		0.07	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	469	2632	1174	600	1316	1369	216	165	140	206	165	140
V/C Ratio(X)	0.08	0.27	0.01	0.11	0.37	0.37	0.12	0.10	0.66	0.16	0.07	0.19
Avail Cap(c_a), veh/h	469	2632	1174	600	1316	1369	487	534	453	442	508	430
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	4.8	2.9	2.4	4.0	3.2	3.2	30.0	29.4	30.9	30.4	29.3	29.6
Incr Delay (d2), s/veh	0.3	0.2	0.0	0.4	0.8	0.8	0.3	0.3	5.2	0.4	0.2	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	0.3	1.5	0.1	0.5	2.6	2.7	0.8	0.4	2.9	1.0	0.3	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.1	3.2	2.4	4.4	4.0	4.0	30.3	29.6	36.1	30.8	29.4	30.3
LnGrp LOS	A	A	A	A	A	A	C	C	D	C	C	C
Approach Vol, veh/h		755			1055			135			71	
Approach Delay, s/veh		3.3			4.0			34.2			30.4	
Approach LOS		A			A			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		57.8		12.2		57.8		12.2				
Change Period (Y+Rc), s		6.0		* 6		6.0		6.0				
Max Green Setting (Gmax), s		39.0		* 20		39.0		19.0				
Max Q Clear Time (g_c+I1), s		10.6		5.9		8.8		4.2				
Green Ext Time (p_c), s		3.6		0.3		4.6		0.2				

Intersection Summary												
HCM 7th Control Delay, s/veh			6.7									
HCM 7th LOS			A									

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.7

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	675	15	25	905	15	30
Future Vol, veh/h	675	15	25	905	15	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	140	-	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	734	16	27	984	16	33

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	750	0	1288	375
Stage 1	-	-	-	-	742	-
Stage 2	-	-	-	-	546	-
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	-	-	855	-	156	623
Stage 1	-	-	-	-	432	-
Stage 2	-	-	-	-	544	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	855	-	151	623
Mov Cap-2 Maneuver	-	-	-	-	151	-
Stage 1	-	-	-	-	418	-
Stage 2	-	-	-	-	544	-

Approach	SE	NW	NE
HCM Ctrl Dly, s/v	0	0.25	19.07
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	305	855	-	-	-
HCM Lane V/C Ratio	0.161	0.032	-	-	-
HCM Ctrl Dly (s/v)	19.1	9.3	-	-	-
HCM Lane LOS	C	A	-	-	-
HCM 95th %tile Q(veh)	0.6	0.1	-	-	-

Intersection	
Int Delay, s/veh	6.1

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	45	30	5	5	20	10	5	15	5	5	5	75
Future Vol, veh/h	45	30	5	5	20	10	5	15	5	5	5	75
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	-	-	-	-	-	-	-	-	-	-	-	-
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	49	33	5	5	22	11	5	16	5	5	5	82

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	33	0	0	38	0	0	168	177	35	177	174	27
Stage 1	-	-	-	-	-	-	133	133	-	38	38	-
Stage 2	-	-	-	-	-	-	35	43	-	139	136	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1579	-	-	1572	-	-	795	717	1037	786	719	1048
Stage 1	-	-	-	-	-	-	870	786	-	977	863	-
Stage 2	-	-	-	-	-	-	980	859	-	864	784	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1579	-	-	1572	-	-	702	692	1037	737	694	1048
Mov Cap-2 Maneuver	-	-	-	-	-	-	702	692	-	737	694	-
Stage 1	-	-	-	-	-	-	843	761	-	974	860	-
Stage 2	-	-	-	-	-	-	895	856	-	815	759	-

Approach	SE	NW	NE	SW
HCM Ctrl Dly, s/v	4.14	1.04	10.03	8.99
HCM LOS			B	A

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SER	SWLn1
Capacity (veh/h)	744	241	-	-	984	-	-	994
HCM Lane V/C Ratio	0.037	0.003	-	-	0.031	-	-	0.093
HCM Ctrl Dly (s/v)	10	7.3	0	-	7.4	0	-	9
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.3

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	90	20	15	135	5	55	5	30	5	5	10
Future Vol, veh/h	5	90	20	15	135	5	55	5	30	5	5	10
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	85	-	-	70	-	-	60	-	-	-	-	-
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	5	98	22	16	147	5	60	5	33	5	5	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	152	0	0	120	0	0	302	304	109	293	312	149
Stage 1	-	-	-	-	-	-	120	120	-	182	182	-
Stage 2	-	-	-	-	-	-	182	185	-	111	130	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1429	-	-	1468	-	-	651	609	945	659	603	897
Stage 1	-	-	-	-	-	-	885	797	-	820	749	-
Stage 2	-	-	-	-	-	-	820	747	-	894	788	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1429	-	-	1468	-	-	628	600	945	621	594	897
Mov Cap-2 Maneuver	-	-	-	-	-	-	628	600	-	621	594	-
Stage 1	-	-	-	-	-	-	881	794	-	811	741	-
Stage 2	-	-	-	-	-	-	795	739	-	854	785	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.33	0.72	10.55	10.13
HCM LOS			B	B

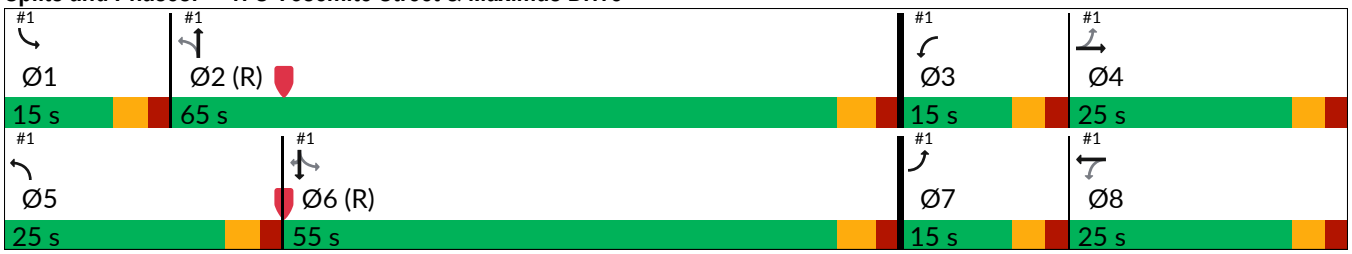
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	628	873	1429	-	-	1468	-	-	724
HCM Lane V/C Ratio	0.095	0.044	0.004	-	-	0.011	-	-	0.03
HCM Ctrl Dly (s/v)	11.3	9.3	7.5	-	-	7.5	-	-	10.1
HCM Lane LOS	B	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.3	0.1	0	-	-	0	-	-	0.1

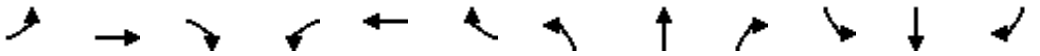
Intersection Capacity Worksheets: Year 2028 Background+ Project

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	61	22	35	18	73	913	130	779	69
Future Volume (vph)	61	22	35	18	73	913	130	779	69
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases	4		8		2		6		6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	10.0	23.0	10.0	23.0	23.0	24.0	10.0	24.0	24.0
Total Split (s)	15.0	25.0	15.0	25.0	25.0	65.0	15.0	55.0	55.0
Total Split (%)	12.5%	20.8%	12.5%	20.8%	20.8%	54.2%	12.5%	45.8%	45.8%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.5	3.0	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.5	5.0	5.5	5.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	None	C-Min	C-Min
Act Effct Green (s)	19.2	12.7	14.9	8.6	81.2	73.6	88.1	78.8	78.8
Actuated g/C Ratio	0.16	0.11	0.12	0.07	0.68	0.61	0.73	0.66	0.66
v/c Ratio	0.36	0.41	0.20	0.68	0.17	0.48	0.36	0.36	0.07
Control Delay (s/veh)	44.3	21.8	40.9	24.7	6.0	10.5	8.2	12.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	44.3	21.8	40.9	24.7	6.0	10.5	8.2	12.0	0.1
LOS	D	C	D	C	A	B	A	B	A
Approach Delay (s/veh)		30.9		27.6		10.2		10.7	
Approach LOS		C		C		B		B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 101 (84%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay (s/veh): 13.2	Intersection LOS: B
Intersection Capacity Utilization 65.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: S Yosemite Street & Maximus Drive





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	22	68	35	18	145	73	913	45	130	779	69
Future Volume (veh/h)	61	22	68	35	18	145	73	913	45	130	779	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	66	24	74	38	20	158	79	992	49	141	847	75
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	160	57	175	225	23	182	435	2108	104	475	2192	978
Arrive On Green	0.04	0.14	0.14	0.03	0.13	0.13	0.08	1.00	1.00	0.05	0.62	0.62
Sat Flow, veh/h	1781	403	1243	1781	181	1431	1781	3446	170	1781	3554	1585
Grp Volume(v), veh/h	66	0	98	38	0	178	79	511	530	141	847	75
Grp Sat Flow(s),veh/h/ln	1781	0	1647	1781	0	1613	1781	1777	1840	1781	1777	1585
Q Serve(g_s), s	3.8	0.0	6.5	2.2	0.0	13.0	1.9	0.0	0.0	3.5	14.4	2.3
Cycle Q Clear(g_c), s	3.8	0.0	6.5	2.2	0.0	13.0	1.9	0.0	0.0	3.5	14.4	2.3
Prop In Lane	1.00		0.76	1.00		0.89	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	160	0	232	225	0	205	435	1087	1125	475	2192	978
V/C Ratio(X)	0.41	0.00	0.42	0.17	0.00	0.87	0.18	0.47	0.47	0.30	0.39	0.08
Avail Cap(c_a), veh/h	231	0	274	321	0	269	658	1087	1125	540	2192	978
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.6	0.0	47.1	43.7	0.0	51.4	8.1	0.0	0.0	7.6	11.6	9.3
Incr Delay (d2), s/veh	1.7	0.0	1.2	0.3	0.0	20.2	0.2	1.3	1.3	0.3	0.5	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	3.2	0.0	5.0	1.8	0.0	10.6	1.2	0.7	0.7	2.3	9.2	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	45.3	0.0	48.3	44.0	0.0	71.6	8.3	1.3	1.3	7.9	12.1	9.4
LnGrp LOS	D		D	D		E	A	A	A	A	B	A
Approach Vol, veh/h		164			216			1120			1063	
Approach Delay, s/veh		47.1			66.7			1.8			11.3	
Approach LOS		D			E			A			B	

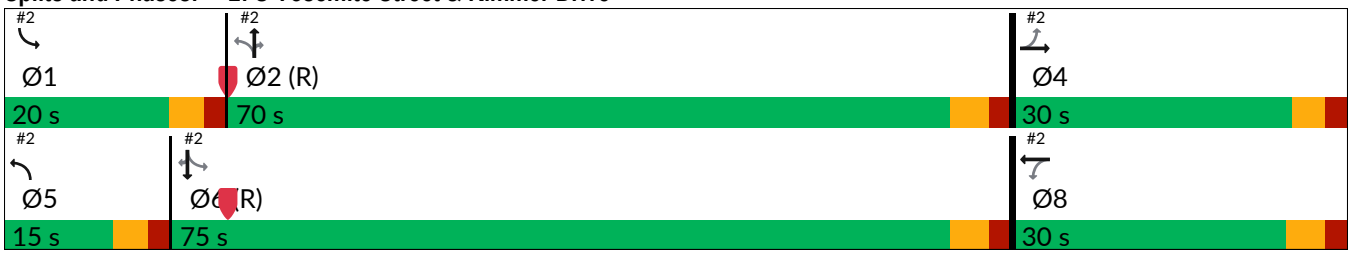
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.6	78.9	8.6	21.9	10.0	79.5	10.2	20.3
Change Period (Y+Rc), s	5.0	5.5	5.0	5.0	5.0	5.5	5.0	5.0
Max Green Setting (Gmax), s	10.0	59.5	10.0	20.0	20.0	49.5	10.0	20.0
Max Q Clear Time (g_c+I1), s	5.5	2.0	4.2	8.5	3.9	16.4	5.8	15.0
Green Ext Time (p_c), s	0.1	4.3	0.0	0.2	0.2	4.3	0.0	0.3

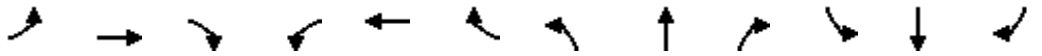
Intersection Summary	
HCM 7th Control Delay, s/veh	14.1
HCM 7th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	25	2	136	1	13	924	101	94	768	19
Future Volume (vph)	25	2	136	1	13	924	101	94	768	19
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	8	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	23.0	23.0	23.5	23.5	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	30.0	30.0	30.0	30.0	15.0	70.0	70.0	20.0	75.0	75.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	12.5%	58.3%	58.3%	16.7%	62.5%	62.5%
Yellow Time (s)	3.0	3.0	3.5	3.5	3.0	3.5	3.5	3.0	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.5	5.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Act Effct Green (s)	18.4	18.4	17.9	17.9	85.0	78.7	78.7	90.6	86.6	86.6
Actuated g/C Ratio	0.15	0.15	0.15	0.15	0.71	0.66	0.66	0.76	0.72	0.72
v/c Ratio	0.14	0.06	0.71	0.29	0.03	0.43	0.10	0.25	0.33	0.02
Control Delay (s/veh)	42.8	20.0	66.0	10.8	4.9	11.5	2.1	3.5	2.4	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.8	20.0	66.0	10.8	4.9	11.5	2.1	3.5	2.4	0.1
LOS	D	B	E	B	A	B	A	A	A	A
Approach Delay (s/veh)		34.3		45.3		10.5			2.4	
Approach LOS		C		D		B			A	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 112 (93%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay (s/veh): 11.1	Intersection LOS: B
Intersection Capacity Utilization 58.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: S Yosemite Street & Kimmer Drive





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	2	13	136	1	81	13	924	101	94	768	19
Future Volume (veh/h)	25	2	13	136	1	81	13	924	101	94	768	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	27	2	14	148	1	88	14	1004	110	102	835	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	167	27	189	234	2	210	535	2462	1098	421	2550	1138
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.02	0.69	0.69	0.08	1.00	1.00
Sat Flow, veh/h	1308	202	1414	1397	18	1570	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	27	0	16	148	0	89	14	1004	110	102	835	21
Grp Sat Flow(s),veh/h/ln	1308	0	1616	1397	0	1588	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	2.3	0.0	1.0	12.4	0.0	6.2	0.3	14.5	2.7	2.0	0.0	0.0
Cycle Q Clear(g_c), s	8.5	0.0	1.0	13.5	0.0	6.2	0.3	14.5	2.7	2.0	0.0	0.0
Prop In Lane	1.00		0.88	1.00		0.99	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	167	0	216	234	0	212	535	2462	1098	421	2550	1138
V/C Ratio(X)	0.16	0.00	0.07	0.63	0.00	0.42	0.03	0.41	0.10	0.24	0.33	0.02
Avail Cap(c_a), veh/h	265	0	337	333	0	324	655	2462	1098	572	2550	1138
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94
Uniform Delay (d), s/veh	51.6	0.0	45.5	51.4	0.0	47.7	5.1	7.9	6.1	5.4	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.1	2.8	0.0	1.3	0.0	0.5	0.2	0.3	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.4	0.0	0.8	8.0	0.0	4.5	0.2	8.7	1.6	1.1	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.1	0.0	45.6	54.2	0.0	49.1	5.2	8.4	6.3	5.7	0.3	0.0
LnGrp LOS	D		D	D		D	A	A	A	A	A	A
Approach Vol, veh/h		43			237			1128			958	
Approach Delay, s/veh		49.7			52.3			8.1			0.9	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	88.7		21.5	6.9	91.6		21.5				
Change Period (Y+Rc), s	5.0	5.5		* 5.5	5.0	5.5		5.5				
Max Green Setting (Gmax), s	15.0	64.5		* 25	10.0	69.5		24.5				
Max Q Clear Time (g_c+I1), s	4.0	16.5		10.5	2.3	2.0		15.5				
Green Ext Time (p_c), s	0.2	5.6		0.1	0.0	4.0		0.5				

Intersection Summary	
HCM 7th Control Delay, s/veh	10.4
HCM 7th LOS	B

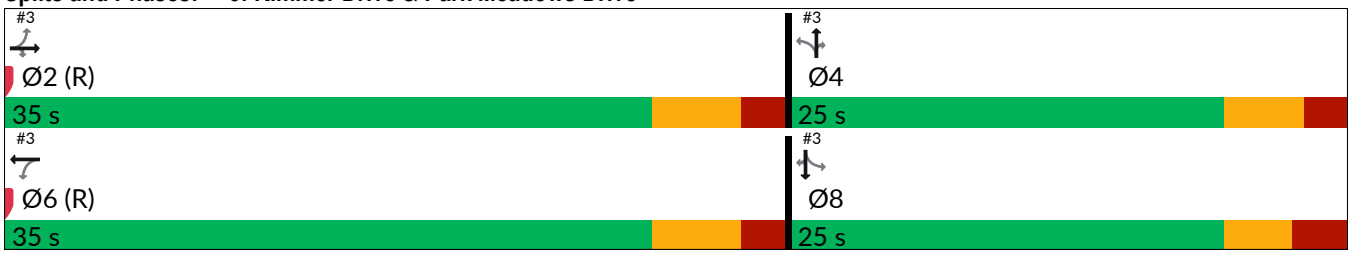
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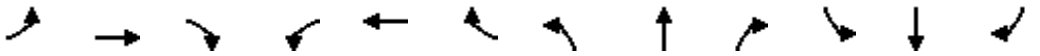
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	31	491	26	52	676	19	10	59	34	5	32
Future Volume (vph)	31	491	26	52	676	19	10	59	34	5	32
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			6		4			8	
Permitted Phases	2		2	6		4		4	8		8
Detector Phase	2	2	2	6	6	4	4	4	8	8	8
Switch Phase											
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	23.5	23.5	23.5	23.5	23.5	23.5
Total Split (s)	35.0	35.0	35.0	35.0	35.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (%)	58.3%	58.3%	58.3%	58.3%	58.3%	41.7%	41.7%	41.7%	41.7%	41.7%	41.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	3.5	3.5	3.5	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag											
Lead-Lag Optimize?											
Recall Mode	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None	None	None	None
Act Effct Green (s)	48.2	48.2	48.2	48.2	48.2	7.1	7.1	7.1	7.2	7.2	7.2
Actuated g/C Ratio	0.80	0.80	0.80	0.80	0.80	0.12	0.12	0.12	0.12	0.12	0.12
v/c Ratio	0.06	0.19	0.02	0.08	0.27	0.12	0.05	0.26	0.20	0.02	0.15
Control Delay (s/veh)	3.8	3.1	1.0	3.7	3.3	23.0	21.8	7.9	25.8	22.2	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	3.8	3.1	1.0	3.7	3.3	23.0	21.8	7.9	25.8	22.2	6.0
LOS	A	A	A	A	A	C	C	A	C	C	A
Approach Delay (s/veh)		3.0			3.3		12.8			16.6	
Approach LOS		A			A		B			B	

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 31 (52%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.27	
Intersection Signal Delay (s/veh): 4.4	Intersection LOS: A
Intersection Capacity Utilization 55.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: Kimmer Drive & Park Meadows Drive





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	491	26	52	676	32	19	10	59	34	5	32
Future Volume (veh/h)	31	491	26	52	676	32	19	10	59	34	5	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	534	28	57	735	35	21	11	64	37	5	35
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	579	2593	1157	698	2520	120	224	147	125	217	147	125
Arrive On Green	0.73	0.73	0.73	0.73	0.73	0.73	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	699	3554	1585	848	3453	164	1367	1870	1585	1325	1870	1585
Grp Volume(v), veh/h	34	534	28	57	378	392	21	11	64	37	5	35
Grp Sat Flow(s),veh/h/ln	699	1777	1585	848	1777	1841	1367	1870	1585	1325	1870	1585
Q Serve(g_s), s	1.1	2.9	0.3	1.4	4.4	4.4	0.9	0.3	2.3	1.6	0.1	1.2
Cycle Q Clear(g_c), s	5.4	2.9	0.3	4.2	4.4	4.4	1.0	0.3	2.3	1.9	0.1	1.2
Prop In Lane	1.00		1.00	1.00		0.09	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	579	2593	1157	698	1296	1343	224	147	125	217	147	125
V/C Ratio(X)	0.06	0.21	0.02	0.08	0.29	0.29	0.09	0.07	0.51	0.17	0.03	0.28
Avail Cap(c_a), veh/h	579	2593	1157	698	1296	1343	561	608	515	543	608	515
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	3.7	2.6	2.2	3.3	2.8	2.8	26.0	25.6	26.5	26.5	25.5	26.0
Incr Delay (d2), s/veh	0.2	0.2	0.0	0.2	0.6	0.6	0.2	0.2	3.2	0.4	0.1	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	0.2	0.8	0.1	0.3	1.4	1.4	0.5	0.3	1.7	0.9	0.1	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	3.9	2.8	2.3	3.5	3.4	3.3	26.2	25.8	29.8	26.9	25.6	27.3
LnGrp LOS	A	A	A	A	A	A	C	C	C	C	C	C
Approach Vol, veh/h		596			827			96			77	
Approach Delay, s/veh		2.8			3.4			28.5			27.0	
Approach LOS		A			A			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		49.8		10.2		49.8		10.2				
Change Period (Y+Rc), s		6.0		5.5		6.0		5.5				
Max Green Setting (Gmax), s		29.0		19.5		29.0		19.5				
Max Q Clear Time (g_c+I1), s		7.4		4.3		6.4		3.9				
Green Ext Time (p_c), s		2.5		0.2		3.2		0.2				

Intersection Summary												
HCM 7th Control Delay, s/veh			5.8									
HCM 7th LOS			A									

Intersection	
Int Delay, s/veh	1.1

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	503	25	41	686	26	45
Future Vol, veh/h	503	25	41	686	26	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	140	-	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	547	27	45	746	28	49

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	574	0	1022	287
Stage 1	-	-	-	-	560	-
Stage 2	-	-	-	-	462	-
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	-	-	995	-	232	710
Stage 1	-	-	-	-	535	-
Stage 2	-	-	-	-	601	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	995	-	222	710
Mov Cap-2 Maneuver	-	-	-	-	222	-
Stage 1	-	-	-	-	511	-
Stage 2	-	-	-	-	601	-

Approach	SE	NW	NE
HCM Ctrl Dly, s/v	0	0.5	16.39
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	393	995	-	-	-
HCM Lane V/C Ratio	0.196	0.045	-	-	-
HCM Ctrl Dly (s/v)	16.4	8.8	-	-	-
HCM Lane LOS	C	A	-	-	-
HCM 95th %tile Q(veh)	0.7	0.1	-	-	-

Intersection	
Int Delay, s/veh	7.1

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	75	20	101	26	17	9	89	16	21	11	6	91
Future Vol, veh/h	75	20	101	26	17	9	89	16	21	11	6	91
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	-	-	-	-	-	-	-	-	-	-	-	-
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	22	110	28	18	10	97	17	23	12	7	99

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	28	0	0	132	0	0	318	324	77	273	374	23
Stage 1	-	-	-	-	-	-	240	240	-	80	80	-
Stage 2	-	-	-	-	-	-	78	85	-	193	295	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1585	-	-	1454	-	-	635	593	984	679	556	1053
Stage 1	-	-	-	-	-	-	764	707	-	929	829	-
Stage 2	-	-	-	-	-	-	931	825	-	808	669	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1585	-	-	1454	-	-	526	549	984	596	515	1053
Mov Cap-2 Maneuver	-	-	-	-	-	-	526	549	-	596	515	-
Stage 1	-	-	-	-	-	-	721	667	-	910	812	-
Stage 2	-	-	-	-	-	-	820	808	-	726	632	-

Approach	SE	NW	NE	SW
HCM Ctrl Dly, s/v	2.83	3.76	13.24	9.45
HCM LOS			B	A

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SER	SWLn1
Capacity (veh/h)	573	842	-	-	590	-	-	927
HCM Lane V/C Ratio	0.239	0.019	-	-	0.051	-	-	0.127
HCM Ctrl Dly (s/v)	13.2	7.5	0	-	7.4	0	-	9.4
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.9	0.1	-	-	0.2	-	-	0.4

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	105	52	14	102	12	61	1	19	22	3	55
Future Vol, veh/h	40	105	52	14	102	12	61	1	19	22	3	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	85	-	-	70	-	-	60	-	-	-	-	-
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	43	114	57	15	111	13	66	1	21	24	3	60

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	124	0	0	171	0	0	372	384	142	349	405	117
Stage 1	-	-	-	-	-	-	229	229	-	148	148	-
Stage 2	-	-	-	-	-	-	143	154	-	202	258	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1463	-	-	1407	-	-	585	550	905	605	535	935
Stage 1	-	-	-	-	-	-	773	714	-	855	775	-
Stage 2	-	-	-	-	-	-	860	770	-	800	695	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1463	-	-	1407	-	-	522	528	905	566	513	935
Mov Cap-2 Maneuver	-	-	-	-	-	-	522	528	-	566	513	-
Stage 1	-	-	-	-	-	-	750	693	-	846	766	-
Stage 2	-	-	-	-	-	-	793	761	-	758	674	-

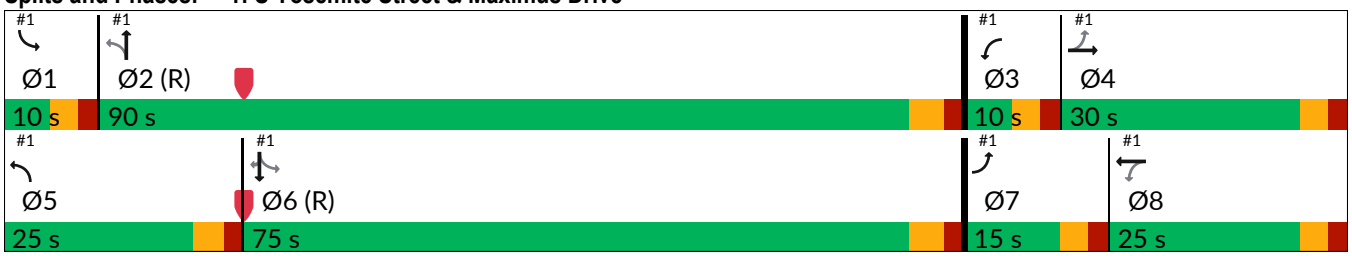
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.53	0.83	11.99	10.25
HCM LOS			B	B

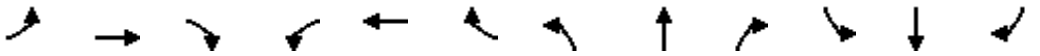
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	522	874	1463	-	-	1407	-	-	773
HCM Lane V/C Ratio	0.127	0.025	0.03	-	-	0.011	-	-	0.113
HCM Ctrl Dly (s/v)	12.9	9.2	7.5	-	-	7.6	-	-	10.2
HCM Lane LOS	B	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.4	0.1	0.1	-	-	0	-	-	0.4

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	74	16	28	15	117	1011	72	1081	109
Future Volume (vph)	74	16	28	15	117	1011	72	1081	109
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases	4		8		2		6		6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	10.0	23.0	10.0	23.0	23.0	24.0	10.0	24.0	24.0
Total Split (s)	15.0	30.0	10.0	25.0	25.0	90.0	10.0	75.0	75.0
Total Split (%)	10.7%	21.4%	7.1%	17.9%	17.9%	64.3%	7.1%	53.6%	53.6%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.5	3.0	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.5	5.0	5.5	5.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	None	C-Min	C-Min
Act Effct Green (s)	24.0	16.3	15.4	8.1	101.9	93.1	99.6	91.9	91.9
Actuated g/C Ratio	0.17	0.12	0.11	0.06	0.73	0.67	0.71	0.66	0.66
v/c Ratio	0.42	0.42	0.18	0.62	0.38	0.48	0.23	0.51	0.11
Control Delay (s/veh)	55.2	19.5	48.7	29.8	8.1	7.2	7.1	14.3	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	55.2	19.5	48.7	29.8	8.1	7.2	7.1	14.3	1.7
LOS	E	B	D	C	A	A	A	B	A
Approach Delay (s/veh)		34.1		33.7		7.3		12.8	
Approach LOS		C		C		A		B	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 79 (56%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay (s/veh): 12.9	Intersection LOS: B
Intersection Capacity Utilization 60.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: S Yosemite Street & Maximus Drive





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	16	90	28	15	90	117	1011	31	72	1081	109
Future Volume (veh/h)	74	16	90	28	15	90	117	1011	31	72	1081	109
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	80	17	98	30	16	98	127	1099	34	78	1175	118
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	165	27	156	153	19	118	342	2400	74	448	2406	1073
Arrive On Green	0.05	0.11	0.11	0.02	0.09	0.09	0.08	1.00	1.00	0.03	0.68	0.68
Sat Flow, veh/h	1781	240	1382	1781	227	1392	1781	3519	109	1781	3554	1585
Grp Volume(v), veh/h	80	0	115	30	0	114	127	555	578	78	1175	118
Grp Sat Flow(s),veh/h/ln	1781	0	1622	1781	0	1620	1781	1777	1851	1781	1777	1585
Q Serve(g_s), s	5.6	0.0	9.5	2.1	0.0	9.7	3.2	0.0	0.0	1.9	22.3	3.6
Cycle Q Clear(g_c), s	5.6	0.0	9.5	2.1	0.0	9.7	3.2	0.0	0.0	1.9	22.3	3.6
Prop In Lane	1.00		0.85	1.00		0.86	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	165	0	183	153	0	138	342	1212	1262	448	2406	1073
V/C Ratio(X)	0.49	0.00	0.63	0.20	0.00	0.83	0.37	0.46	0.46	0.17	0.49	0.11
Avail Cap(c_a), veh/h	199	0	290	173	0	231	527	1212	1262	451	2406	1073
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.2	0.0	59.3	56.6	0.0	63.0	8.2	0.0	0.0	6.1	10.9	7.9
Incr Delay (d2), s/veh	2.2	0.0	3.5	0.6	0.0	11.8	0.6	1.1	1.1	0.2	0.7	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	4.8	0.0	7.4	1.8	0.0	8.0	1.9	0.7	0.7	1.2	13.1	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.4	0.0	62.8	57.2	0.0	74.8	8.8	1.1	1.1	6.3	11.6	8.1
LnGrp LOS	E		E	E		E	A	A	A	A	B	A
Approach Vol, veh/h		195			144			1260			1371	
Approach Delay, s/veh		60.2			71.1			1.9			11.0	
Approach LOS		E			E			A			B	

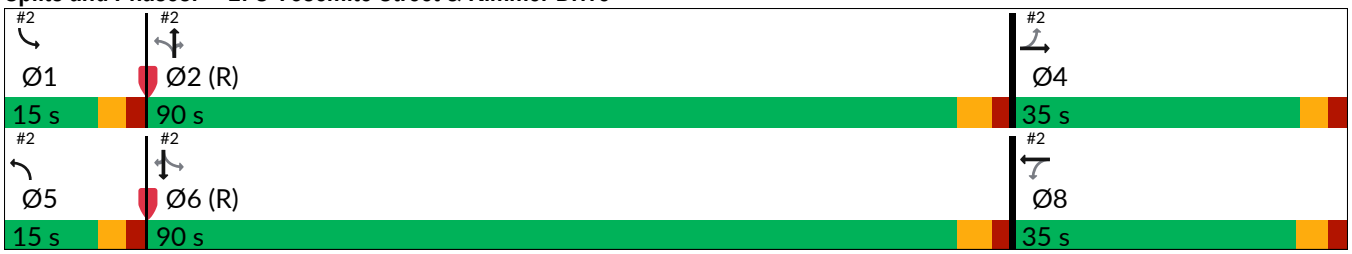
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	101.0	8.4	20.8	10.5	100.3	12.3	16.9
Change Period (Y+Rc), s	5.0	5.5	5.0	5.0	5.0	5.5	5.0	5.0
Max Green Setting (Gmax), s	5.0	84.5	5.0	25.0	20.0	69.5	10.0	20.0
Max Q Clear Time (g_c+I1), s	3.9	2.0	4.1	11.5	5.2	24.3	7.6	11.7
Green Ext Time (p_c), s	0.0	4.9	0.0	0.3	0.3	6.9	0.0	0.2

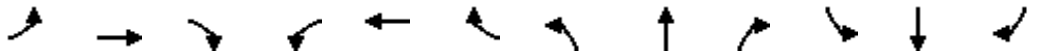
Intersection Summary	
HCM 7th Control Delay, s/veh	13.3
HCM 7th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	36	2	111	3	18	1027	76	41	1109	48
Future Volume (vph)	36	2	111	3	18	1027	76	41	1109	48
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	8	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	23.0	23.0	23.5	23.5	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	35.0	35.0	35.0	35.0	15.0	90.0	90.0	15.0	90.0	90.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	10.7%	64.3%	64.3%	10.7%	64.3%	64.3%
Yellow Time (s)	3.0	3.0	3.5	3.5	3.0	3.5	3.5	3.0	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.5	5.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Act Effct Green (s)	18.0	18.0	17.5	17.5	107.6	102.3	102.3	109.4	104.9	104.9
Actuated g/C Ratio	0.13	0.13	0.13	0.13	0.77	0.73	0.73	0.78	0.75	0.75
v/c Ratio	0.27	0.08	0.70	0.37	0.06	0.43	0.07	0.12	0.45	0.04
Control Delay (s/veh)	57.5	22.8	78.1	13.1	4.2	9.0	1.7	3.5	4.8	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	57.5	22.8	78.1	13.1	4.2	9.0	1.7	3.5	4.8	0.4
LOS	E	C	E	B	A	A	A	A	A	A
Approach Delay (s/veh)		46.6		47.8		8.5			4.6	
Approach LOS		D		D		A			A	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 80 (57%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay (s/veh): 10.6	Intersection LOS: B
Intersection Capacity Utilization 56.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: S Yosemite Street & Kimmer Drive





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	2	15	111	3	95	18	1027	76	41	1109	48
Future Volume (veh/h)	36	2	15	111	3	95	18	1027	76	41	1109	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	39	2	16	121	3	103	20	1116	83	45	1205	52
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	117	20	163	197	5	176	414	2637	1176	395	2674	1193
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.02	0.74	0.74	0.06	1.00	1.00
Sat Flow, veh/h	1288	179	1433	1395	45	1547	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	39	0	18	121	0	106	20	1116	83	45	1205	52
Grp Sat Flow(s),veh/h/ln	1288	0	1612	1395	0	1592	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	4.1	0.0	1.4	11.9	0.0	8.8	0.4	16.5	2.0	0.8	0.0	0.0
Cycle Q Clear(g_c), s	13.0	0.0	1.4	13.3	0.0	8.8	0.4	16.5	2.0	0.8	0.0	0.0
Prop In Lane	1.00		0.89	1.00		0.97	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	117	0	184	197	0	182	414	2637	1176	395	2674	1193
V/C Ratio(X)	0.33	0.00	0.10	0.62	0.00	0.58	0.05	0.42	0.07	0.11	0.45	0.04
Avail Cap(c_a), veh/h	246	0	346	331	0	335	506	2637	1176	470	2674	1193
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86
Uniform Delay (d), s/veh	65.0	0.0	55.6	61.5	0.0	58.9	4.0	6.8	4.9	4.7	0.0	0.0
Incr Delay (d2), s/veh	1.7	0.0	0.2	3.1	0.0	3.0	0.0	0.5	0.1	0.1	0.5	0.1
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	2.6	0.0	1.1	7.8	0.0	6.7	0.2	9.5	1.1	0.5	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	66.7	0.0	55.8	64.6	0.0	61.8	4.1	7.3	5.0	4.8	0.5	0.1
LnGrp LOS	E		E	E		E	A	A	A	A	A	A
Approach Vol, veh/h		57			227			1219			1302	
Approach Delay, s/veh		63.2			63.3			7.1			0.6	
Approach LOS		E			E			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.1	109.4		21.5	7.7	110.8		21.5				
Change Period (Y+Rc), s	5.0	5.5		* 5.5	5.0	5.5		5.5				
Max Green Setting (Gmax), s	10.0	84.5		* 30	10.0	84.5		29.5				
Max Q Clear Time (g_c+I1), s	2.8	18.5		15.0	2.4	2.0		15.3				
Green Ext Time (p_c), s	0.0	6.3		0.1	0.0	6.9		0.7				

Intersection Summary			
HCM 7th Control Delay, s/veh		9.8	
HCM 7th LOS		A	

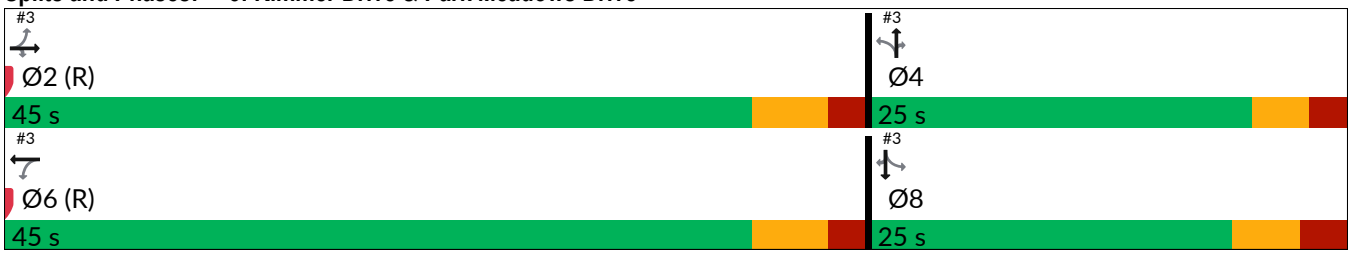
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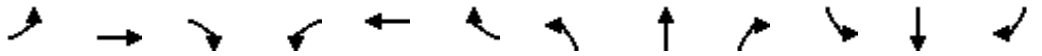
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	34	593	15	62	809	21	15	92	26	7	21
Future Volume (vph)	34	593	15	62	809	21	15	92	26	7	21
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			6		4			8	
Permitted Phases	2		2	6		4		4	8		8
Detector Phase	2	2	2	6	6	4	4	4	8	8	8
Switch Phase											
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	23.0	23.0	23.0	24.0	24.0	24.0
Total Split (s)	45.0	45.0	45.0	45.0	45.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (%)	64.3%	64.3%	64.3%	64.3%	64.3%	35.7%	35.7%	35.7%	35.7%	35.7%	35.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	3.0	3.0	3.0	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	5.0	5.0	5.0	6.0	6.0	6.0
Lead/Lag											
Lead-Lag Optimize?											
Recall Mode	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None	None	None	None
Act Effct Green (s)	54.5	54.5	54.5	54.5	54.5	7.8	7.8	7.8	7.0	7.0	7.0
Actuated g/C Ratio	0.78	0.78	0.78	0.78	0.78	0.11	0.11	0.11	0.10	0.10	0.10
v/c Ratio	0.08	0.23	0.01	0.11	0.33	0.15	0.08	0.38	0.20	0.04	0.11
Control Delay (s/veh)	3.6	3.2	0.2	3.7	3.6	29.2	27.8	9.7	31.7	27.9	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	3.6	3.2	0.2	3.7	3.6	29.2	27.8	9.7	31.7	27.9	5.1
LOS	A	A	A	A	A	C	C	A	C	C	A
Approach Delay (s/veh)		3.2			3.6		15.0			20.8	
Approach LOS		A			A		B			C	

Intersection Summary	
Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 52 (74%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.38	
Intersection Signal Delay (s/veh): 4.9	Intersection LOS: A
Intersection Capacity Utilization 58.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: Kimmer Drive & Park Meadows Drive





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	593	15	62	809	27	21	15	92	26	7	21
Future Volume (veh/h)	34	593	15	62	809	27	21	15	92	26	7	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	37	645	16	67	879	29	23	16	100	28	8	23
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	501	2615	1166	627	2583	85	225	173	147	211	173	147
Arrive On Green	0.74	0.74	0.74	0.74	0.74	0.74	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	614	3554	1585	774	3511	116	1378	1870	1585	1276	1870	1585
Grp Volume(v), veh/h	37	645	16	67	445	463	23	16	100	28	8	23
Grp Sat Flow(s),veh/h/ln	614	1777	1585	774	1777	1850	1378	1870	1585	1276	1870	1585
Q Serve(g_s), s	1.6	4.1	0.2	2.1	6.2	6.2	1.1	0.5	4.3	1.4	0.3	0.9
Cycle Q Clear(g_c), s	7.8	4.1	0.2	6.2	6.2	6.2	1.4	0.5	4.3	2.0	0.3	0.9
Prop In Lane	1.00		1.00	1.00		0.06	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	501	2615	1166	627	1308	1361	225	173	147	211	173	147
V/C Ratio(X)	0.07	0.25	0.01	0.11	0.34	0.34	0.10	0.09	0.68	0.13	0.05	0.16
Avail Cap(c_a), veh/h	501	2615	1166	627	1308	1361	491	534	453	439	508	430
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	4.6	3.0	2.5	4.0	3.3	3.3	29.6	29.1	30.8	30.0	28.9	29.2
Incr Delay (d2), s/veh	0.3	0.2	0.0	0.3	0.7	0.7	0.2	0.2	5.4	0.3	0.1	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	0.3	1.4	0.1	0.5	2.4	2.5	0.6	0.4	3.2	0.8	0.2	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	4.9	3.2	2.5	4.3	4.0	3.9	29.7	29.3	36.2	30.2	29.0	29.7
LnGrp LOS	A	A	A	A	A	A	C	C	D	C	C	C
Approach Vol, veh/h		698			975			139			59	
Approach Delay, s/veh		3.3			4.0			34.3			29.9	
Approach LOS		A			A			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		57.5		12.5		57.5		12.5				
Change Period (Y+Rc), s		6.0		* 6		6.0		6.0				
Max Green Setting (Gmax), s		39.0		* 20		39.0		19.0				
Max Q Clear Time (g_c+I1), s		9.8		6.3		8.2		4.0				
Green Ext Time (p_c), s		3.2		0.4		4.1		0.1				

Intersection Summary												
HCM 7th Control Delay, s/veh			6.8									
HCM 7th LOS			A									

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.6

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	613	16	28	823	14	29
Future Vol, veh/h	613	16	28	823	14	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	140	-	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	666	17	30	895	15	32

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	684	0	1183	342
Stage 1	-	-	-	-	675	-
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	-	-	905	-	182	654
Stage 1	-	-	-	-	467	-
Stage 2	-	-	-	-	569	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	905	-	176	654
Mov Cap-2 Maneuver	-	-	-	-	176	-
Stage 1	-	-	-	-	452	-
Stage 2	-	-	-	-	569	-

Approach	SE	NW	NE
HCM Ctrl Dly, s/v	0	0.3	16.97
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	347	905	-	-	-
HCM Lane V/C Ratio	0.135	0.034	-	-	-
HCM Ctrl Dly (s/v)	17	9.1	-	-	-
HCM Lane LOS	C	A	-	-	-
HCM 95th %tile Q(veh)	0.5	0.1	-	-	-

Intersection	
Int Delay, s/veh	5.9

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	43	24	52	13	16	10	41	11	9	5	2	75
Future Vol, veh/h	43	24	52	13	16	10	41	11	9	5	2	75
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	-	-	-	-	-	-	-	-	-	-	-	-
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	47	26	57	14	17	11	45	12	10	5	2	82

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	28	0	0	83	0	0	195	204	54	177	227	23
Stage 1	-	-	-	-	-	-	148	148	-	51	51	-
Stage 2	-	-	-	-	-	-	47	57	-	126	176	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1585	-	-	1515	-	-	765	692	1013	786	672	1054
Stage 1	-	-	-	-	-	-	855	775	-	962	852	-
Stage 2	-	-	-	-	-	-	967	848	-	878	753	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1585	-	-	1515	-	-	675	664	1013	734	645	1054
Mov Cap-2 Maneuver	-	-	-	-	-	-	675	664	-	734	645	-
Stage 1	-	-	-	-	-	-	828	751	-	953	844	-
Stage 2	-	-	-	-	-	-	881	840	-	829	730	-

Approach	SE	NW	NE	SW
HCM Ctrl Dly, s/v	2.65	2.47	10.61	8.9
HCM LOS			B	A

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SER	SWLn1
Capacity (veh/h)	708	557	-	-	572	-	-	1011
HCM Lane V/C Ratio	0.094	0.009	-	-	0.029	-	-	0.088
HCM Ctrl Dly (s/v)	10.6	7.4	0	-	7.3	0	-	8.9
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0.3

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	86	17	15	131	6	51	2	29	10	2	27
Future Vol, veh/h	16	86	17	15	131	6	51	2	29	10	2	27
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	85	-	-	70	-	-	60	-	-	-	-	-
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	17	93	18	16	142	7	55	2	32	11	2	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	149	0	0	112	0	0	314	319	103	308	325	146
Stage 1	-	-	-	-	-	-	137	137	-	178	178	-
Stage 2	-	-	-	-	-	-	176	182	-	129	147	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1433	-	-	1478	-	-	639	598	952	645	593	901
Stage 1	-	-	-	-	-	-	866	783	-	824	752	-
Stage 2	-	-	-	-	-	-	826	749	-	874	776	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1433	-	-	1478	-	-	602	584	952	607	579	901
Mov Cap-2 Maneuver	-	-	-	-	-	-	602	584	-	607	579	-
Stage 1	-	-	-	-	-	-	855	773	-	814	743	-
Stage 2	-	-	-	-	-	-	788	741	-	833	766	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.01	0.74	10.64	9.87
HCM LOS			B	A

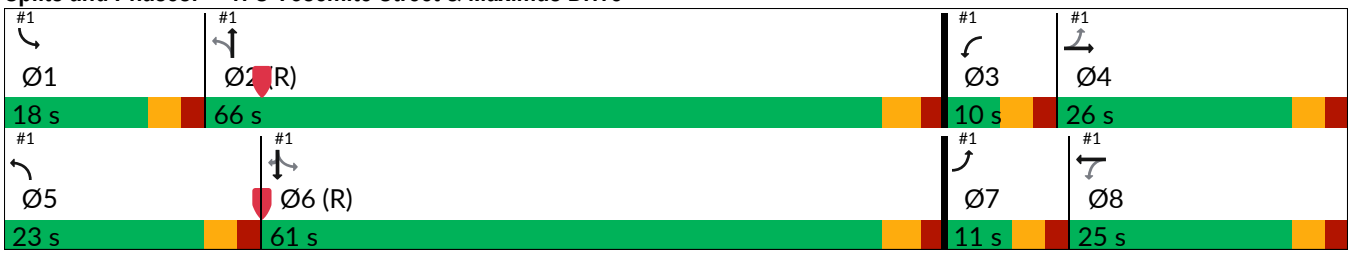
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	602	915	1433	-	-	1478	-	-	782
HCM Lane V/C Ratio	0.092	0.037	0.012	-	-	0.011	-	-	0.054
HCM Ctrl Dly (s/v)	11.6	9.1	7.5	-	-	7.5	-	-	9.9
HCM Lane LOS	B	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.3	0.1	0	-	-	0	-	-	0.2

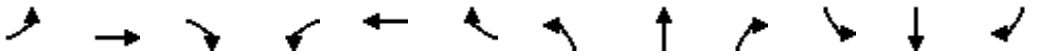
Intersection Capacity Worksheets: Year 2046 Background+ Project

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	70	23	40	23	80	1000	135	855	75
Future Volume (vph)	70	23	40	23	80	1000	135	855	75
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases	4		8		2		6		6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	10.0	23.0	10.0	23.0	23.0	24.0	10.0	24.0	24.0
Total Split (s)	11.0	26.0	10.0	25.0	23.0	66.0	18.0	61.0	61.0
Total Split (%)	9.2%	21.7%	8.3%	20.8%	19.2%	55.0%	15.0%	50.8%	50.8%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.5	3.0	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.5	5.0	5.5	5.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	None	C-Min	C-Min
Act Effct Green (s)	19.6	10.9	15.6	8.9	79.9	72.0	87.1	75.7	75.7
Actuated g/C Ratio	0.16	0.09	0.13	0.07	0.67	0.60	0.73	0.63	0.63
v/c Ratio	0.38	0.48	0.22	0.70	0.21	0.54	0.40	0.42	0.08
Control Delay (s/veh)	44.0	23.0	39.9	25.3	6.3	10.6	9.3	13.5	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	44.0	23.0	39.9	25.3	6.3	10.6	9.3	13.5	1.5
LOS	D	C	D	C	A	B	A	B	A
Approach Delay (s/veh)		31.7		27.9		10.3		12.2	
Approach LOS		C		C		B		B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 101 (84%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay (s/veh): 13.9	Intersection LOS: B
Intersection Capacity Utilization 68.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: S Yosemite Street & Maximus Drive





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	23	75	40	23	155	80	1000	51	135	855	75
Future Volume (veh/h)	70	23	75	40	23	155	80	1000	51	135	855	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	76	25	82	43	25	168	87	1087	55	147	929	82
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	169	59	193	237	28	191	392	2046	103	442	2142	956
Arrive On Green	0.05	0.15	0.15	0.03	0.14	0.14	0.08	1.00	1.00	0.05	0.60	0.60
Sat Flow, veh/h	1781	384	1260	1781	209	1408	1781	3442	174	1781	3554	1585
Grp Volume(v), veh/h	76	0	107	43	0	193	87	561	581	147	929	82
Grp Sat Flow(s),veh/h/ln	1781	0	1644	1781	0	1617	1781	1777	1839	1781	1777	1585
Q Serve(g_s), s	4.4	0.0	7.1	2.5	0.0	14.1	2.3	0.0	0.0	3.8	16.9	2.6
Cycle Q Clear(g_c), s	4.4	0.0	7.1	2.5	0.0	14.1	2.3	0.0	0.0	3.8	16.9	2.6
Prop In Lane	1.00		0.77	1.00		0.87	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	169	0	251	237	0	220	392	1056	1093	442	2142	956
V/C Ratio(X)	0.45	0.00	0.43	0.18	0.00	0.88	0.22	0.53	0.53	0.33	0.43	0.09
Avail Cap(c_a), veh/h	171	0	288	255	0	270	585	1056	1093	546	2142	956
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.88	0.88	0.88	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.5	0.0	46.0	42.7	0.0	50.9	9.2	0.0	0.0	8.3	12.8	10.0
Incr Delay (d2), s/veh	1.9	0.0	1.1	0.4	0.0	23.1	0.2	1.7	1.6	0.4	0.6	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	3.7	0.0	5.4	2.0	0.0	11.5	1.4	0.9	0.9	2.5	10.6	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.4	0.0	47.2	43.1	0.0	74.0	9.4	1.7	1.6	8.7	13.5	10.2
LnGrp LOS	D		D	D		E	A	A	A	A	B	B
Approach Vol, veh/h		183			236			1229			1158	
Approach Delay, s/veh		46.0			68.4			2.2			12.6	
Approach LOS		D			E			A			B	

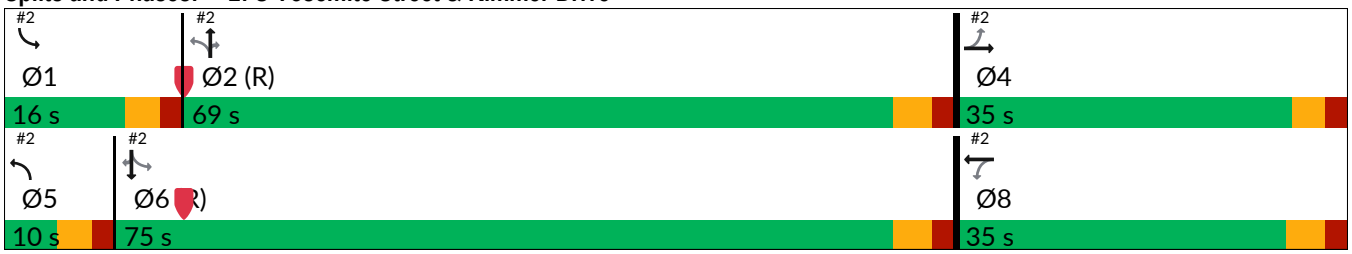
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	76.8	8.8	23.4	10.0	77.8	10.9	21.3
Change Period (Y+Rc), s	5.0	5.5	5.0	5.0	5.0	5.5	5.0	5.0
Max Green Setting (Gmax), s	13.0	60.5	5.0	21.0	18.0	55.5	6.0	20.0
Max Q Clear Time (g_c+I1), s	5.8	2.0	4.5	9.1	4.3	18.9	6.4	16.1
Green Ext Time (p_c), s	0.2	5.0	0.0	0.2	0.2	4.8	0.0	0.2

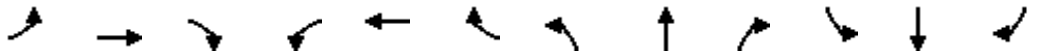
Intersection Summary	
HCM 7th Control Delay, s/veh	14.9
HCM 7th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	25	5	140	5	15	1011	104	95	840	20
Future Volume (vph)	25	5	140	5	15	1011	104	95	840	20
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	8	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	23.0	23.0	23.5	23.5	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	35.0	35.0	35.0	35.0	10.0	69.0	69.0	16.0	75.0	75.0
Total Split (%)	29.2%	29.2%	29.2%	29.2%	8.3%	57.5%	57.5%	13.3%	62.5%	62.5%
Yellow Time (s)	3.0	3.0	3.5	3.5	3.0	3.5	3.5	3.0	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.5	5.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Act Effct Green (s)	18.9	18.9	18.4	18.4	84.5	78.2	78.2	90.1	86.1	86.1
Actuated g/C Ratio	0.16	0.16	0.15	0.15	0.70	0.65	0.65	0.75	0.72	0.72
v/c Ratio	0.13	0.08	0.71	0.30	0.04	0.48	0.11	0.28	0.36	0.02
Control Delay (s/veh)	42.2	20.6	65.3	11.2	5.1	12.3	2.2	4.7	2.7	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.2	20.6	65.3	11.2	5.1	12.3	2.2	4.7	2.7	0.1
LOS	D	C	E	B	A	B	A	A	A	A
Approach Delay (s/veh)		32.8		44.2		11.3			2.9	
Approach LOS		C		D		B			A	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 112 (93%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay (s/veh): 11.5	Intersection LOS: B
Intersection Capacity Utilization 61.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: S Yosemite Street & Kimmer Drive





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	5	15	140	5	85	15	1011	104	95	840	20
Future Volume (veh/h)	25	5	15	140	5	85	15	1011	104	95	840	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	27	5	16	152	5	92	16	1099	113	103	913	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	170	55	176	240	12	213	501	2437	1087	383	2520	1124
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.02	0.69	0.69	0.08	1.00	1.00
Sat Flow, veh/h	1298	392	1253	1391	82	1515	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	27	0	21	152	0	97	16	1099	113	103	913	22
Grp Sat Flow(s),veh/h/ln	1298	0	1645	1391	0	1598	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	2.3	0.0	1.3	12.8	0.0	6.7	0.3	16.9	2.9	2.1	0.0	0.0
Cycle Q Clear(g_c), s	9.0	0.0	1.3	14.2	0.0	6.7	0.3	16.9	2.9	2.1	0.0	0.0
Prop In Lane	1.00		0.76	1.00		0.95	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	170	0	231	240	0	224	501	2437	1087	383	2520	1124
V/C Ratio(X)	0.16	0.00	0.09	0.63	0.00	0.43	0.03	0.45	0.10	0.27	0.36	0.02
Avail Cap(c_a), veh/h	312	0	411	386	0	393	545	2437	1087	475	2520	1124
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	51.3	0.0	44.9	51.1	0.0	47.2	5.3	8.6	6.4	6.0	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.2	2.8	0.0	1.3	0.0	0.6	0.2	0.3	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.4	0.0	1.0	8.1	0.0	4.9	0.2	9.8	1.7	1.1	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.7	0.0	45.1	53.8	0.0	48.5	5.4	9.2	6.6	6.4	0.4	0.0
LnGrp LOS	D		D	D		D	A	A	A	A	A	A
Approach Vol, veh/h		48			249			1228			1038	
Approach Delay, s/veh		48.8			51.8			8.9			1.0	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	87.8		22.4	7.1	90.6		22.4				
Change Period (Y+Rc), s	5.0	5.5		* 5.5	5.0	5.5		5.5				
Max Green Setting (Gmax), s	11.0	63.5		* 30	5.0	69.5		29.5				
Max Q Clear Time (g_c+I1), s	4.1	18.9		11.0	2.3	2.0		16.2				
Green Ext Time (p_c), s	0.1	6.3		0.1	0.0	4.5		0.7				

Intersection Summary			
HCM 7th Control Delay, s/veh		10.6	
HCM 7th LOS		B	

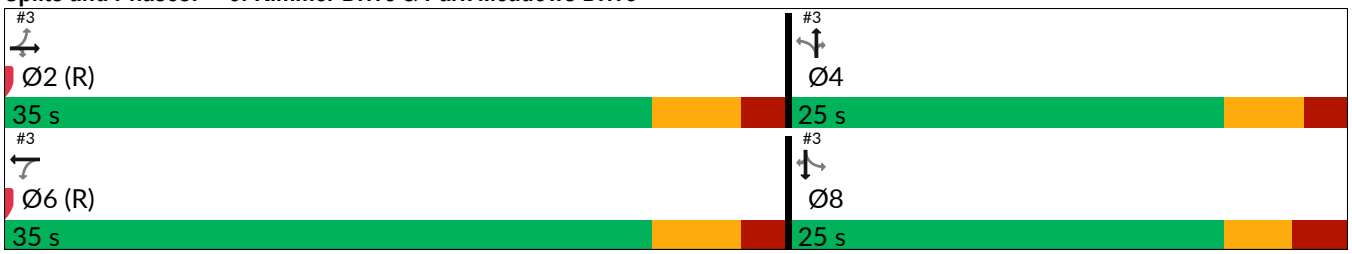
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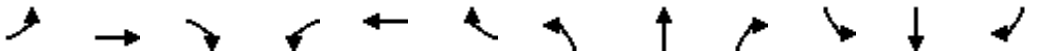
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	35	538	30	54	741	20	10	62	35	5	35
Future Volume (vph)	35	538	30	54	741	20	10	62	35	5	35
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			6		4			8	
Permitted Phases	2		2	6		4		4	8		8
Detector Phase	2	2	2	6	6	4	4	4	8	8	8
Switch Phase											
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	23.5	23.5	23.5	23.5	23.5	23.5
Total Split (s)	35.0	35.0	35.0	35.0	35.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (%)	58.3%	58.3%	58.3%	58.3%	58.3%	41.7%	41.7%	41.7%	41.7%	41.7%	41.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	3.5	3.5	3.5	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag											
Lead-Lag Optimize?											
Recall Mode	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None	None	None	None
Act Effct Green (s)	48.2	48.2	48.2	48.2	48.2	7.1	7.1	7.1	7.2	7.2	7.2
Actuated g/C Ratio	0.80	0.80	0.80	0.80	0.80	0.12	0.12	0.12	0.12	0.12	0.12
v/c Ratio	0.08	0.21	0.03	0.09	0.30	0.12	0.05	0.27	0.21	0.02	0.16
Control Delay (s/veh)	3.9	3.1	1.1	3.8	3.4	23.2	21.9	7.9	25.8	22.2	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	3.9	3.1	1.1	3.8	3.4	23.2	21.9	7.9	25.8	22.2	6.8
LOS	A	A	A	A	A	C	C	A	C	C	A
Approach Delay (s/veh)		3.1			3.5		12.8			16.7	
Approach LOS		A			A		B			B	

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 31 (52%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.30	
Intersection Signal Delay (s/veh): 4.5	Intersection LOS: A
Intersection Capacity Utilization 57.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: Kimmer Drive & Park Meadows Drive





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	538	30	54	741	35	20	10	62	35	5	35
Future Volume (veh/h)	35	538	30	54	741	35	20	10	62	35	5	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	38	585	33	59	805	38	22	11	67	38	5	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	542	2591	1156	664	2519	119	225	148	126	217	148	126
Arrive On Green	0.73	0.73	0.73	0.73	0.73	0.73	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	653	3554	1585	805	3455	163	1364	1870	1585	1321	1870	1585
Grp Volume(v), veh/h	38	585	33	59	414	429	22	11	67	38	5	38
Grp Sat Flow(s),veh/h/ln	653	1777	1585	805	1777	1841	1364	1870	1585	1321	1870	1585
Q Serve(g_s), s	1.3	3.2	0.3	1.5	4.9	4.9	0.9	0.3	2.4	1.6	0.1	1.4
Cycle Q Clear(g_c), s	6.2	3.2	0.3	4.7	4.9	4.9	1.1	0.3	2.4	2.0	0.1	1.4
Prop In Lane	1.00		1.00	1.00		0.09	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	542	2591	1156	664	1295	1342	225	148	126	217	148	126
V/C Ratio(X)	0.07	0.23	0.03	0.09	0.32	0.32	0.10	0.07	0.53	0.17	0.03	0.30
Avail Cap(c_a), veh/h	542	2591	1156	664	1295	1342	560	608	515	542	608	515
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	4.0	2.6	2.2	3.4	2.9	2.9	26.0	25.6	26.6	26.5	25.5	26.1
Incr Delay (d2), s/veh	0.3	0.2	0.0	0.3	0.7	0.6	0.2	0.2	3.5	0.4	0.1	1.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	0.9	0.1	0.3	1.6	1.6	0.5	0.3	1.8	0.9	0.1	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	4.2	2.8	2.3	3.7	3.5	3.5	26.2	25.8	30.0	26.9	25.6	27.4
LnGrp LOS	A	A	A	A	A	A	C	C	C	C	C	C
Approach Vol, veh/h		656			902			100			81	
Approach Delay, s/veh		2.9			3.5			28.7			27.0	
Approach LOS		A			A			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		49.7		10.3		49.7		10.3				
Change Period (Y+Rc), s		6.0		5.5		6.0		5.5				
Max Green Setting (Gmax), s		29.0		19.5		29.0		19.5				
Max Q Clear Time (g_c+I1), s		8.2		4.4		6.9		4.0				
Green Ext Time (p_c), s		2.8		0.2		3.5		0.2				

Intersection Summary												
HCM 7th Control Delay, s/veh			5.8									
HCM 7th LOS			A									

Intersection	
Int Delay, s/veh	1.3

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	550	29	46	750	28	53
Future Vol, veh/h	550	29	46	750	28	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	140	-	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	598	32	50	815	30	58

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	629	0	1121	315
Stage 1	-	-	-	-	614	-
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	-	-	949	-	200	681
Stage 1	-	-	-	-	503	-
Stage 2	-	-	-	-	569	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	949	-	189	681
Mov Cap-2 Maneuver	-	-	-	-	189	-
Stage 1	-	-	-	-	476	-
Stage 2	-	-	-	-	569	-

Approach	SE	NW	NE
HCM Ctrl Dly, s/v	0	0.52	18.25
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	359	949	-	-	-
HCM Lane V/C Ratio	0.245	0.053	-	-	-
HCM Ctrl Dly (s/v)	18.3	9	-	-	-
HCM Lane LOS	C	A	-	-	-
HCM 95th %tile Q(veh)	0.9	0.2	-	-	-

Intersection	
Int Delay, s/veh	7.4

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	75	25	104	30	20	10	93	20	21	15	10	95
Future Vol, veh/h	75	25	104	30	20	10	93	20	21	15	10	95
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	-	-	-	-	-	-	-	-	-	-	-	-
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	27	113	33	22	11	101	22	23	16	11	103

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	33	0	0	140	0	0	339	345	84	293	396	27
Stage 1	-	-	-	-	-	-	247	247	-	92	92	-
Stage 2	-	-	-	-	-	-	92	98	-	201	303	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1579	-	-	1443	-	-	615	578	976	659	541	1048
Stage 1	-	-	-	-	-	-	757	702	-	915	818	-
Stage 2	-	-	-	-	-	-	915	814	-	801	663	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1579	-	-	1443	-	-	500	533	976	570	499	1048
Mov Cap-2 Maneuver	-	-	-	-	-	-	500	533	-	570	499	-
Stage 1	-	-	-	-	-	-	714	662	-	894	800	-
Stage 2	-	-	-	-	-	-	795	795	-	713	626	-

Approach	SE	NW	NE	SW
HCM Ctrl Dly, s/v	2.72	3.78	13.95	9.83
HCM LOS			B	A

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SER	SWLn1
Capacity (veh/h)	547	844	-	-	570	-	-	876
HCM Lane V/C Ratio	0.266	0.023	-	-	0.052	-	-	0.149
HCM Ctrl Dly (s/v)	13.9	7.6	0	-	7.4	0	-	9.8
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	1.1	0.1	-	-	0.2	-	-	0.5

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	44	105	55	15	105	14	65	5	20	22	5	55
Future Vol, veh/h	44	105	55	15	105	14	65	5	20	22	5	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	85	-	-	70	-	-	60	-	-	-	-	-
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	48	114	60	16	114	15	71	5	22	24	5	60

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	129	0	0	174	0	0	389	402	144	367	424	122
Stage 1	-	-	-	-	-	-	240	240	-	154	154	-
Stage 2	-	-	-	-	-	-	149	162	-	212	270	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1456	-	-	1403	-	-	570	537	903	589	522	929
Stage 1	-	-	-	-	-	-	764	707	-	848	770	-
Stage 2	-	-	-	-	-	-	853	764	-	790	686	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1456	-	-	1403	-	-	504	513	903	544	499	929
Mov Cap-2 Maneuver	-	-	-	-	-	-	504	513	-	544	499	-
Stage 1	-	-	-	-	-	-	739	684	-	838	761	-
Stage 2	-	-	-	-	-	-	783	755	-	739	664	-

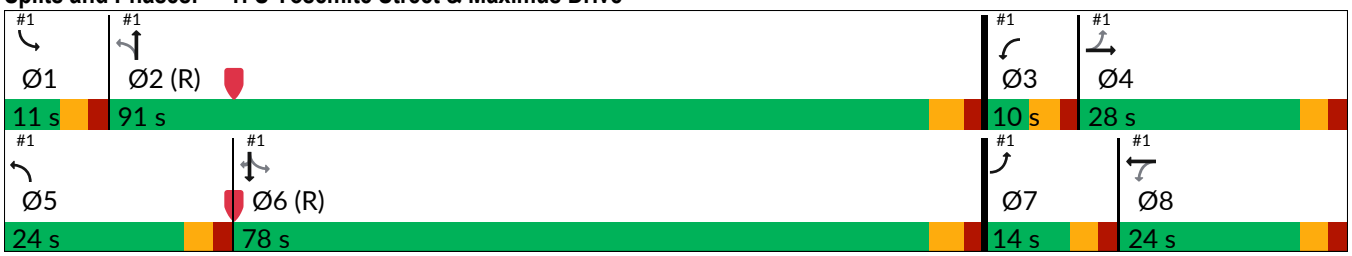
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.63	0.85	12.31	10.46
HCM LOS			B	B

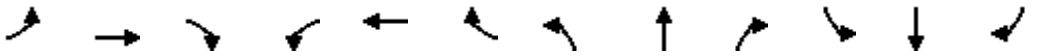
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	504	784	1456	-	-	1403	-	-	748
HCM Lane V/C Ratio	0.14	0.035	0.033	-	-	0.012	-	-	0.119
HCM Ctrl Dly (s/v)	13.3	9.8	7.6	-	-	7.6	-	-	10.5
HCM Lane LOS	B	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.5	0.1	0.1	-	-	0	-	-	0.4

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	85	20	35	19	130	1110	80	1185	120
Future Volume (vph)	85	20	35	19	130	1110	80	1185	120
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases	4		8		2		6		6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	10.0	23.0	10.0	23.0	23.0	24.0	10.0	24.0	24.0
Total Split (s)	14.0	28.0	10.0	24.0	24.0	91.0	11.0	78.0	78.0
Total Split (%)	10.0%	20.0%	7.1%	17.1%	17.1%	65.0%	7.9%	55.7%	55.7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.5	3.0	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.5	5.0	5.5	5.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	None	C-Min	C-Min
Act Effct Green (s)	24.9	14.7	16.2	8.4	101.3	91.6	97.9	89.9	89.9
Actuated g/C Ratio	0.18	0.11	0.12	0.06	0.72	0.65	0.70	0.64	0.64
v/c Ratio	0.46	0.49	0.22	0.64	0.47	0.54	0.29	0.57	0.12
Control Delay (s/veh)	55.3	20.9	48.4	31.1	12.7	8.6	8.4	16.7	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	55.3	20.9	48.4	31.1	12.7	8.6	8.4	16.7	2.4
LOS	E	C	D	C	B	A	A	B	A
Approach Delay (s/veh)		35.1		35.1		9.0		14.9	
Approach LOS		D		D		A		B	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 79 (56%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay (s/veh): 14.8	Intersection LOS: B
Intersection Capacity Utilization 64.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: S Yosemite Street & Maximus Drive





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	20	100	35	19	97	130	1110	33	80	1185	120
Future Volume (veh/h)	85	20	100	35	19	97	130	1110	33	80	1185	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	92	22	109	38	21	105	141	1207	36	87	1288	130
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	175	34	166	158	25	125	305	2356	70	408	2345	1046
Arrive On Green	0.06	0.12	0.12	0.03	0.09	0.09	0.09	1.00	1.00	0.03	0.66	0.66
Sat Flow, veh/h	1781	273	1354	1781	271	1355	1781	3523	105	1781	3554	1585
Grp Volume(v), veh/h	92	0	131	38	0	126	141	608	635	87	1288	130
Grp Sat Flow(s),veh/h/ln	1781	0	1627	1781	0	1626	1781	1777	1851	1781	1777	1585
Q Serve(g_s), s	6.4	0.0	10.8	2.7	0.0	10.7	3.7	0.0	0.0	2.2	27.1	4.3
Cycle Q Clear(g_c), s	6.4	0.0	10.8	2.7	0.0	10.7	3.7	0.0	0.0	2.2	27.1	4.3
Prop In Lane	1.00		0.83	1.00		0.83	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	175	0	200	158	0	150	305	1188	1238	408	2345	1046
V/C Ratio(X)	0.52	0.00	0.66	0.24	0.00	0.84	0.46	0.51	0.51	0.21	0.55	0.12
Avail Cap(c_a), veh/h	186	0	267	173	0	221	470	1188	1238	423	2345	1046
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.88	0.88	0.88	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.7	0.0	58.6	55.6	0.0	62.6	10.3	0.0	0.0	6.9	12.7	8.8
Incr Delay (d2), s/veh	2.4	0.0	3.6	0.8	0.0	17.0	1.0	1.4	1.3	0.3	0.9	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	5.4	0.0	8.2	2.3	0.0	8.9	2.3	0.8	0.8	1.5	15.6	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.1	0.0	62.2	56.4	0.0	79.6	11.3	1.4	1.3	7.1	13.6	9.1
LnGrp LOS	E		E	E		E	B	A	A	A	B	A
Approach Vol, veh/h		223			164			1384			1505	
Approach Delay, s/veh		59.3			74.2			2.4			12.9	
Approach LOS		E			E			A			B	

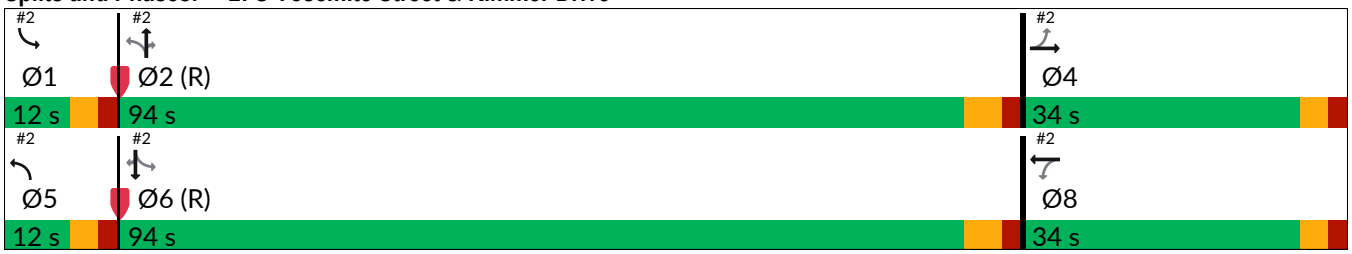
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	99.1	8.9	22.2	11.1	97.9	13.2	17.9
Change Period (Y+Rc), s	5.0	5.5	5.0	5.0	5.0	5.5	5.0	5.0
Max Green Setting (Gmax), s	6.0	85.5	5.0	23.0	19.0	72.5	9.0	19.0
Max Q Clear Time (g_c+I1), s	4.2	2.0	4.7	12.8	5.7	29.1	8.4	12.7
Green Ext Time (p_c), s	0.0	5.7	0.0	0.3	0.3	8.0	0.0	0.2

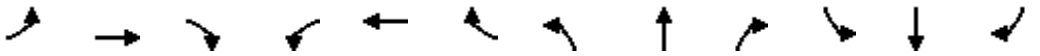
Intersection Summary	
HCM 7th Control Delay, s/veh	14.7
HCM 7th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	40	5	111	5	20	1123	76	45	1215	50
Future Volume (vph)	40	5	111	5	20	1123	76	45	1215	50
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	8	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	23.0	23.0	23.0	23.0	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	34.0	34.0	34.0	34.0	12.0	94.0	94.0	12.0	94.0	94.0
Total Split (%)	24.3%	24.3%	24.3%	24.3%	8.6%	67.1%	67.1%	8.6%	67.1%	67.1%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Act Effct Green (s)	17.5	17.5	17.5	17.5	108.0	102.3	102.3	109.9	104.8	104.8
Actuated g/C Ratio	0.13	0.13	0.13	0.13	0.77	0.73	0.73	0.79	0.75	0.75
v/c Ratio	0.32	0.10	0.70	0.37	0.07	0.47	0.07	0.14	0.50	0.05
Control Delay (s/veh)	60.1	25.8	78.3	13.8	4.2	9.6	1.7	3.7	5.3	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	60.1	25.8	78.3	13.8	4.2	9.6	1.7	3.7	5.3	0.8
LOS	E	C	E	B	A	A	A	A	A	A
Approach Delay (s/veh)		48.8		47.9		9.0			5.1	
Approach LOS		D		D		A			A	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 80 (57%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay (s/veh): 10.9	Intersection LOS: B
Intersection Capacity Utilization 59.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: S Yosemite Street & Kimmer Drive





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	5	15	111	5	95	20	1123	76	45	1215	50
Future Volume (veh/h)	40	5	15	111	5	95	20	1123	76	45	1215	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	43	5	16	121	5	103	22	1221	83	49	1321	54
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	118	45	145	196	9	176	380	2628	1172	360	2664	1188
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.02	0.74	0.74	0.06	1.00	1.00
Sat Flow, veh/h	1286	392	1253	1391	74	1522	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	43	0	21	121	0	108	22	1221	83	49	1321	54
Grp Sat Flow(s),veh/h/ln	1286	0	1645	1391	0	1596	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	4.6	0.0	1.6	11.9	0.0	9.0	0.4	19.1	2.0	0.9	0.0	0.0
Cycle Q Clear(g_c), s	13.6	0.0	1.6	13.6	0.0	9.0	0.4	19.1	2.0	0.9	0.0	0.0
Prop In Lane	1.00		0.76	1.00		0.95	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	118	0	190	196	0	185	380	2628	1172	360	2664	1188
V/C Ratio(X)	0.37	0.00	0.11	0.62	0.00	0.58	0.06	0.46	0.07	0.14	0.50	0.05
Avail Cap(c_a), veh/h	235	0	341	324	0	331	432	2628	1172	395	2664	1188
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.81	0.81	0.81
Uniform Delay (d), s/veh	65.2	0.0	55.5	61.5	0.0	58.7	4.1	7.2	5.0	5.1	0.0	0.0
Incr Delay (d2), s/veh	1.9	0.0	0.3	3.1	0.0	2.9	0.1	0.6	0.1	0.1	0.5	0.1
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	2.9	0.0	1.2	7.8	0.0	6.8	0.3	10.7	1.1	0.5	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.0	0.0	55.7	64.6	0.0	61.6	4.1	7.8	5.1	5.2	0.5	0.1
LnGrp LOS	E		E	E		E	A	A	A	A	A	A
Approach Vol, veh/h		64			229			1326			1424	
Approach Delay, s/veh		63.3			63.2			7.6			0.7	
Approach LOS		E			E			A			A	

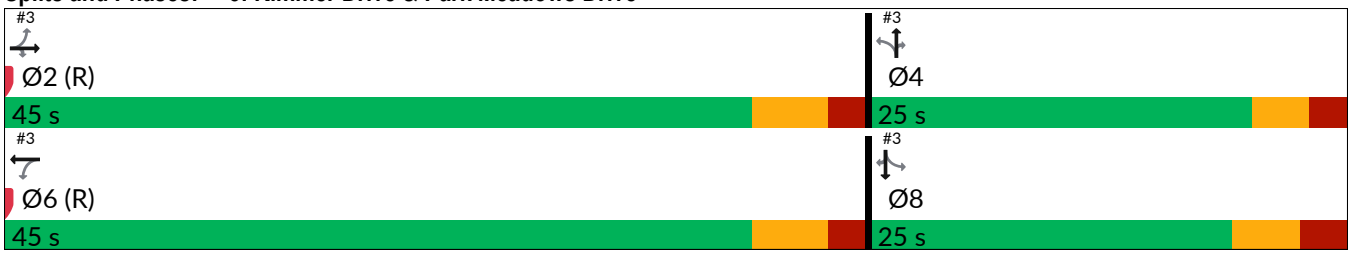
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	109.6		21.2	7.9	110.9		21.2				
Change Period (Y+Rc), s	5.0	6.0		5.0	5.0	6.0		5.0				
Max Green Setting (Gmax), s	7.0	88.0		29.0	7.0	88.0		29.0				
Max Q Clear Time (g_c+I1), s	2.9	21.1		15.6	2.4	2.0		15.6				
Green Ext Time (p_c), s	0.0	7.2		0.1	0.0	7.9		0.6				

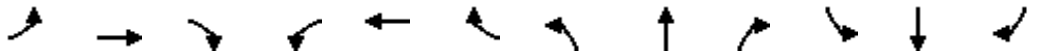
Intersection Summary												
HCM 7th Control Delay, s/veh			9.7									
HCM 7th LOS			A									

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	35	649	15	65	888	25	15	93	30	10	25
Future Volume (vph)	35	649	15	65	888	25	15	93	30	10	25
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			6		4			8	
Permitted Phases	2		2	6		4		4	8		8
Detector Phase	2	2	2	6	6	4	4	4	8	8	8
Switch Phase											
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	23.0	23.0	23.0	24.0	24.0	24.0
Total Split (s)	45.0	45.0	45.0	45.0	45.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (%)	64.3%	64.3%	64.3%	64.3%	64.3%	35.7%	35.7%	35.7%	35.7%	35.7%	35.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	3.0	3.0	3.0	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	5.0	5.0	5.0	6.0	6.0	6.0
Lead/Lag											
Lead-Lag Optimize?											
Recall Mode	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None	None	None	None
Act Effct Green (s)	54.3	54.3	54.3	54.3	54.3	8.0	8.0	8.0	7.2	7.2	7.2
Actuated g/C Ratio	0.78	0.78	0.78	0.78	0.78	0.11	0.11	0.11	0.10	0.10	0.10
v/c Ratio	0.09	0.26	0.01	0.13	0.37	0.17	0.07	0.37	0.23	0.06	0.13
Control Delay (s/veh)	3.9	3.4	0.2	4.0	3.9	28.9	26.7	9.0	32.0	27.8	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	3.9	3.4	0.2	4.0	3.9	28.9	26.7	9.0	32.0	27.8	6.1
LOS	A	A	A	A	A	C	C	A	C	C	A
Approach Delay (s/veh)		3.4			3.9		14.7			21.5	
Approach LOS		A			A		B			C	

Intersection Summary	
Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 52 (74%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.37	
Intersection Signal Delay (s/veh): 5.1	Intersection LOS: A
Intersection Capacity Utilization 61.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: Kimmer Drive & Park Meadows Drive





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	649	15	65	888	30	25	15	93	30	10	25
Future Volume (veh/h)	35	649	15	65	888	30	25	15	93	30	10	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	38	705	16	71	965	33	27	16	101	33	11	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	461	2610	1164	592	2575	88	224	176	149	213	176	149
Arrive On Green	0.73	0.73	0.73	0.73	0.73	0.73	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	564	3554	1585	732	3506	120	1370	1870	1585	1275	1870	1585
Grp Volume(v), veh/h	38	705	16	71	489	509	27	16	101	33	11	27
Grp Sat Flow(s),veh/h/ln	564	1777	1585	732	1777	1849	1370	1870	1585	1275	1870	1585
Q Serve(g_s), s	1.9	4.6	0.2	2.5	7.1	7.1	1.3	0.5	4.3	1.7	0.4	1.1
Cycle Q Clear(g_c), s	8.9	4.6	0.2	7.1	7.1	7.1	1.7	0.5	4.3	2.2	0.4	1.1
Prop In Lane	1.00		1.00	1.00		0.06	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	461	2610	1164	592	1305	1358	224	176	149	213	176	149
V/C Ratio(X)	0.08	0.27	0.01	0.12	0.37	0.37	0.12	0.09	0.68	0.16	0.06	0.18
Avail Cap(c_a), veh/h	461	2610	1164	592	1305	1358	487	534	453	439	508	430
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	5.0	3.1	2.5	4.3	3.4	3.4	29.7	29.0	30.7	30.0	28.9	29.2
Incr Delay (d2), s/veh	0.4	0.3	0.0	0.4	0.8	0.8	0.2	0.2	5.3	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	0.4	1.6	0.1	0.6	2.8	2.9	0.8	0.4	3.2	0.9	0.3	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.4	3.3	2.5	4.7	4.2	4.2	29.9	29.2	36.0	30.3	29.0	29.8
LnGrp LOS	A	A	A	A	A	A	C	C	D	C	C	C
Approach Vol, veh/h		759			1069			144			71	
Approach Delay, s/veh		3.4			4.2			34.1			29.9	
Approach LOS		A			A			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		57.4		12.6		57.4		12.6				
Change Period (Y+Rc), s		6.0		* 6		6.0		6.0				
Max Green Setting (Gmax), s		39.0		* 20		39.0		19.0				
Max Q Clear Time (g_c+I1), s		10.9		6.3		9.1		4.2				
Green Ext Time (p_c), s		3.6		0.4		4.7		0.2				

Intersection Summary												
HCM 7th Control Delay, s/veh			6.9									
HCM 7th LOS			A									

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.8

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	675	20	33	905	19	34
Future Vol, veh/h	675	20	33	905	19	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	140	-	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	734	22	36	984	21	37

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	755	0	1308	378
Stage 1	-	-	-	-	745	-
Stage 2	-	-	-	-	564	-
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	-	-	851	-	151	620
Stage 1	-	-	-	-	430	-
Stage 2	-	-	-	-	533	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	851	-	145	620
Mov Cap-2 Maneuver	-	-	-	-	145	-
Stage 1	-	-	-	-	412	-
Stage 2	-	-	-	-	533	-

Approach	SE	NW	NE
HCM Ctrl Dly, s/v	0	0.33	20.83
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	285	851	-	-	-
HCM Lane V/C Ratio	0.202	0.042	-	-	-
HCM Ctrl Dly (s/v)	20.8	9.4	-	-	-
HCM Lane LOS	C	A	-	-	-
HCM 95th %tile Q(veh)	0.7	0.1	-	-	-

Intersection	
Int Delay, s/veh	6

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	45	30	53	18	20	10	41	15	13	5	5	75
Future Vol, veh/h	45	30	53	18	20	10	41	15	13	5	5	75
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	-	-	-	-	-	-	-	-	-	-	-	-
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	49	33	58	20	22	11	45	16	14	5	5	82

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	33	0	0	90	0	0	223	231	61	205	254	27
Stage 1	-	-	-	-	-	-	159	159	-	66	66	-
Stage 2	-	-	-	-	-	-	64	72	-	139	188	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1579	-	-	1505	-	-	733	669	1004	753	649	1048
Stage 1	-	-	-	-	-	-	843	766	-	944	840	-
Stage 2	-	-	-	-	-	-	947	835	-	864	744	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1579	-	-	1505	-	-	640	638	1004	691	620	1048
Mov Cap-2 Maneuver	-	-	-	-	-	-	640	638	-	691	620	-
Stage 1	-	-	-	-	-	-	815	741	-	932	829	-
Stage 2	-	-	-	-	-	-	856	824	-	806	720	-

Approach	SE	NW	NE	SW
HCM Ctrl Dly, s/v	2.58	2.78	10.89	9.06
HCM LOS			B	A

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SER	SWLn1
Capacity (veh/h)	686	633	-	-	561	-	-	979
HCM Lane V/C Ratio	0.109	0.013	-	-	0.031	-	-	0.094
HCM Ctrl Dly (s/v)	10.9	7.4	0	-	7.4	0	-	9.1
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0.3

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	90	20	15	135	10	55	5	30	13	5	31
Future Vol, veh/h	21	90	20	15	135	10	55	5	30	13	5	31
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	85	-	-	70	-	-	60	-	-	-	-	-
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	23	98	22	16	147	11	60	5	33	14	5	34

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	158	0	0	120	0	0	336	345	109	331	350	152
Stage 1	-	-	-	-	-	-	154	154	-	185	185	-
Stage 2	-	-	-	-	-	-	182	190	-	146	165	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1422	-	-	1468	-	-	617	578	945	622	574	894
Stage 1	-	-	-	-	-	-	848	770	-	817	747	-
Stage 2	-	-	-	-	-	-	820	743	-	856	762	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1422	-	-	1468	-	-	573	563	945	579	559	894
Mov Cap-2 Maneuver	-	-	-	-	-	-	573	563	-	579	559	-
Stage 1	-	-	-	-	-	-	834	757	-	808	739	-
Stage 2	-	-	-	-	-	-	774	735	-	808	749	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.21	0.7	10.99	10.23
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	573	861	1422	-	-	1468	-	-	742
HCM Lane V/C Ratio	0.104	0.044	0.016	-	-	0.011	-	-	0.072
HCM Ctrl Dly (s/v)	12	9.4	7.6	-	-	7.5	-	-	10.2
HCM Lane LOS	B	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.3	0.1	0	-	-	0	-	-	0.2