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PREPARED BY DKS ASSOCIATES



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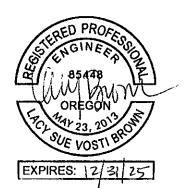


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INTRODUCTION

This report documents a traffic assessment related to the impacts of a proposed development of vertiport-heliport services located on a currently vacant parcel adjacent to the Aurora State Airport in Marion County, Oregon. The development is a vertiport with tie downs and heliport hangars which include storage spaces and attached vertiport-heliport related office space and heliport shop spaces. The property is currently zoned Exclusive Farm Use (EFU), which allows for transportation facilities (like the proposed vertiport) as a conditional use.

Table 1 provides more details regarding the study area and characteristics of the proposed project.

TABLE 1: STUDY AREA AND PROPOSED PROJECT CHARACTERISTICS

| STUDY AREA | |
|---------------------------------|---|
| NUMBER OF INTERSECTIONS | 7 existing intersections, 3 site access driveways |
| ANALYSIS PERIOD(S) | Weekday AM peak hour (peak hour between 7-9 AM) and PM peak hour (peak hour between 4-6 PM) |
| PROPOSED DEVELOPMENT | |
| SIZE AND LAND USE | vertiport-heliport tie-downs, hangars with storage spaces and attached vertiport-heliport office and heliport shop spaces |
| PROJECT TRIPS | 38 AM peak hour trips, 38 PM peak hour trips, and 316 average weekday trips |
| VEHICLE ACCESS POINTS | Two access points along Airport Road and one access point on Stenbock Way |
| OTHER TRANSPORTATION FACILITIES | |
| PEDESTRIAN FACILITIES | No existing facilities |
| BICYCLE FACILITIES | Bicycle lanes along Arndt Road |
| TRANSIT FACILITIES | Route 3X SMART Transit stops at the Airport Road/Arndt Road intersection |

The following chapters of this report document the existing conditions of the study area, including roadway classification, bicycle and pedestrian facilities, existing traffic operations, and existing safety conditions. The report then discusses the impact the proposed site plan will have on the surrounding transportation network and provides recommendations whether mitigation is required.

EXISTING CONDITIONS

This chapter details the existing study area conditions including the proposed site development, existing bicycle and pedestrian facilities, existing transit facilities, roadway network, future planned projects, existing traffic volumes and operations, and crash analysis. Supporting details are provided in the appendix.

STUDY AREA

The proposed development is located on the east edge of the Aurora State Airport, shown in Figure 1 and will include vertiport-heliport tie-downs, hangars with storage spaces and attached vertiport-heliport office and heliport shop spaces. There will be two access points to Airport Road and one access point to Stenbock Way. The following sections present a summary of the roadway network including the existing characteristics of the bicycle and pedestrian facilities, public transportation services, and any future planned projects in the study area.

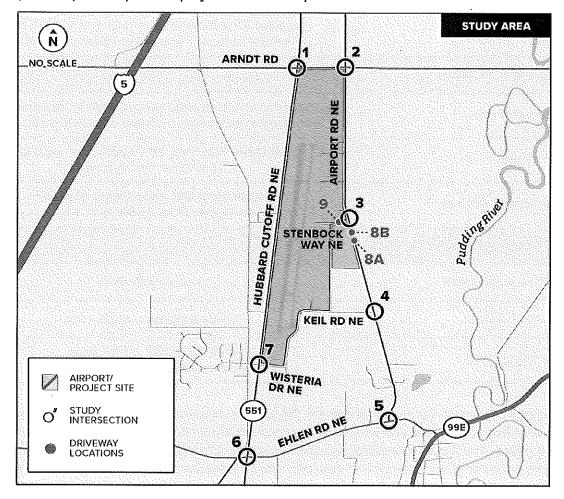


FIGURE 1: STUDY AREA

ROADWAY NETWORK

All of the roadways within the study area, except a small segment of Ehlen Road, are classified as rural roadways under either ODOT or Marion County jurisdiction. The above-mentioned short segment of Ehlen Road and the intersection of Airport Road/Ehlen Road are within the City of Aurora city limits and would be considered an urban roadway. However, both roadways are owned and maintained by Marion County, and the county's TSP and other standards shall govern the determination of transportation impacts and necessary mitigations at these locations.

The transportation characteristics of the roadways within the study area are shown in Table 2. The table includes the functional classification, number of travel lanes, posted speed, and facilities for bicyclists, pedestrians, and public transit. The functional classification specifies the purpose of the facility and is a determining factor of applicable cross-section, access spacing, and intersection performance standards.

TABLE 2: EXISTING STUDY AREA ROADWAY CHARACTERISTICS

| ROADWAY | JURISDICTION | FUNCTIONAL CLASSIFICATION | LANES | POSTED SPEED | SIDEWALK | BIKE LANES | TRANSIT FACILITIES |
|-----------------|----------------------------|--|-------|---------------------------|----------|---------------|-----------------------|
| OR 551 | ODOT | State Highway - Rural Minor Arterial | 2 | 55 mph | No | No ª | None |
| ARNDT ROAD | Marion County | Rural Minor Arterial | 4 | 45 mph | No | Yes | SMART 3X Bus Stop |
| AIRPORT ROAD | Marion County | Rural Major Collector | 2 | 35/55 mph ^b | No | No | SMART 3X Bus Stop |
| KEIL ROAD | Marion County | Rural Minor Collector | 2 | 35 mph | No | No | None |
| EHLEN ROAD | Marion County ^c | Rural Minor Arterial | 2 | 35/45 mph ^d | No | No | None |

^a OR 551 has shoulders, approximately six feet, which are wide enough for bicycles.

The existing bicycle and pedestrian facilities near the proposed site include six foot bicycle lanes on Arndt Road east of OR 551. There is a short segment of sidewalk on each corner of the Arndt Road/Airport Road intersection. There is one transit stop within the project vicinity that is serviced by Route 3X (Canby) of the South Metro Area Regional Transit (SMART). The stop is located at Arndt Road/Airport Road and has headways of approximately 1-hour in the morning and evening peak weekday commute periods.

b Airport Rd is 55 mph from Arndt Rd to just north of Smith Lane and 35 mph from just north of Smith Lane to Ehlen Rd.

^cA short segment on the east end of Ehlen Road is within the Aurora City Limits and is classified as an urban roadway; However, the Marion County standards are still applicable and do not change based on this designation.

d Ehlen Road is 45 mph from OR 551 to Kahle Lane NE and 35 mph from Kahle Lane NE to just east of Airport Road NE.

EXISTING TRAFFIC VOLUMES AND OPERATIONS

An analysis of the 2023 existing intersection operations was performed for the study intersections to ensure the transportation network meets Marion County and ODOT performance standards. Intersections are the focus of the analysis because they are the controlling bottlenecks of traffic flow and the ability of a roadway system to carry traffic efficiently is nearly always diminished in their vicinity.

Intersection operations were analyzed for the AM and PM peak hours. Turning movement counts were collected on September 19th, 2023, during the AM (7:00-9:00 a.m.) and PM (4:00-6:00 p.m.) peak periods at each of the following study intersections.

- Airport Road /Arndt Road
- · Airport Road /Keil Road
- · Airport Road /Ehlen Road
- Airport Road/Stenbock Way
- OR-551/Arndt Road
- OR-551/Keil Road
- OR-551/Ehlen Road

SEASONAL ADJUSTMENT FACTOR

The traffic count data collected in September 2023 represents a period where traffic volumes are lower than the average weekday conditions. Adjustments to ODOT facilities are required so that traffic volumes analyzed represent the 30th highest hour volume (30HV) as identified in the methodology from the ODOT Analysis Procedural Manual. To determine when the 30HV conditions occur, data is examined from Automatic Traffic Recorder (ATR) stations that record traffic highway volumes year-round. The Hubbard ATR #24-016 on OR-551 just south of Ehlen Road was deemed appropriate to utilize due to its proximity to the project site. The September traffic counts were adjusted to the peak month of August by a seasonal factor of 1.05 using volume data from 2016 through 2020.¹ The supporting ATR data and calculation is included in the appendix. The Seasonal Adjustment Factor was applied to the AM and PM peak hour volumes. The adjusted 2023 traffic volumes are shown in Figure 2 below.

¹ It should be noted that in 2021 there was an equipment outage from June through August and in 2022 there was construction near the ATR between May and August, so these years were not used in the Seasonal Adjustment Factor calculations.

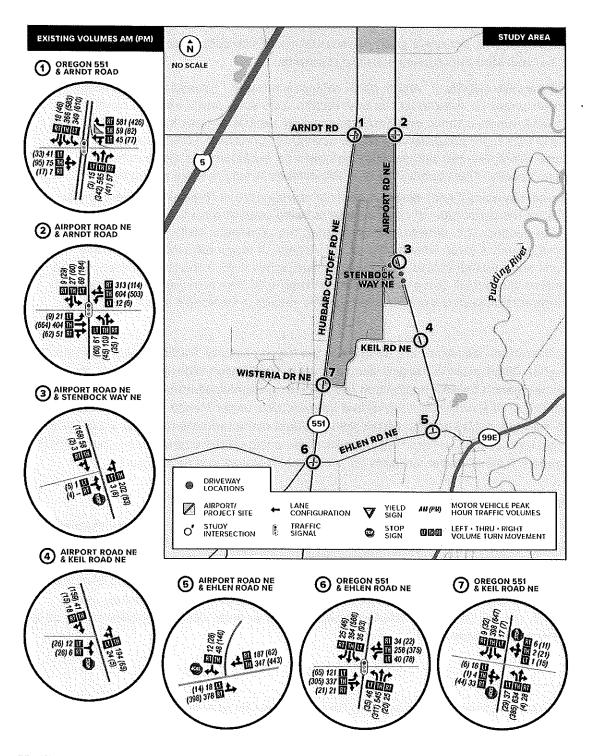


FIGURE 2: 2023 EXISTING CONDITIONS TRAFFIC VOLUMES

INTERSECTION PERFORMANCE MEASURES

Level of service (LOS) ratings and volume-to-capacity (v/c) ratios are two commonly used performance measures that provide a good representation of intersection operations. In addition, they are often incorporated into agency mobility standards.

- Level of service (LOS): A "report card" rating (A through F) based on the average
 delay experienced by vehicles at the intersection. LOS A, B, and C indicate conditions
 where traffic moves without significant delays over periods of peak hour travel demand.
 LOS D and LOS E are progressively worse operating conditions. LOS F represents
 conditions where average vehicle delay has become excessive and demand has
 exceeded capacity. This condition is typically evident in long queues and delays.
- Volume-to-capacity (v/c) ratio: A decimal representation (typically between 0.00 and 1.00) of the proportion of capacity that is being used at a turn movement, approach leg, or intersection. It is determined by dividing the peak hour traffic volume by the hourly capacity of a given intersection or movement. A lower ratio indicates smooth operations and minimal delays. As the ratio approaches 0.95, congestion increases and performance is reduced. If the ratio is greater than 1.00, the turn movement, approach leg, or intersection is oversaturated and usually results in excessive queues and long delays.

Marion County operations standards are outlined in the Marion County Traffic Impact Analysis (TIA) Requirements while ODOT mobility targets are outlined in the Oregon Highway Plan. All study intersections under Marion County jurisdiction require that unsignalized intersections maintain a Level of Service (LOS) of E or better.² Signalized intersections under Marion County jurisdiction³ are required to maintain a LOS of D or better (all individual movements to maintain a LOS E or better) with a v/c ratio of 0.85 or less.⁴ All signalized and unsignalized intersections under ODOT jurisdiction require a 0.70 or better v/c ratio for a regional highway in a rural area.⁵

EXISTING VEHICLE OPERATIONS

Existing study intersection operations were evaluated based on the Highway Capacity Manual (HCM) 6th Edition methodology for signalized and unsignalized intersections.⁶ Specific parameters for ODOT and Marion County were applied based on the ODOT Analysis and Procedures Manual (APM) and Marion County Traffic Impact Analysis Requirements, respectively. Table 3 lists the study intersection's existing volume to capacity (v/c) ratio, delay, and LOS. As shown, under existing conditions, the OR-551/Ehlen Road intersection fails to meet ODOT's mobility target of v/c ≤ 0.70 for the AM and PM peak hours.

⁶ Highway Capacity Manual, Sixth Edition | A Guide for Multimodal Mobility Analysis, Transportation Research Board, Washington D.C., 2016.



² Marion County standards for all-way stop intersections do not apply as there are no all-way stop intersections in the study area.

³ A short segment of Ehlen Road is within the Aurora City Limits and UGB. However, the City of Aurora TSP defers to the Marion County operations standards as Marion County owns and maintains the roadway. (Aurora TSP, 2009, Table 3-2)

⁴ TIA Requirements Policy and Procedures - Methodologies and Analysis Parameters. Marion County. 2015.

⁵ Oregon Highway Plan Table 6. Oregon Department of Transportation. 2023.

TABLE 3: 2023 EXISTING PEAK HOUR STUDY INTERSECTION OPERATIONS

| | JURIS- | MOBILITY TARGET/ | AM P | EAK HOU | R | PM PEAK HOUR | | | |
|--|--------------------------------------|-----------------------|----------------------------|--------------------------|------------------------|--|------------------|-----|--|
| INTERSECTION | DICTION | OPERATING STANDARD | V/C | DELAY | LOS | V/C | DELAY | Los | |
| SIGNALIZED | | | | | | | | | |
| AIRPORT ROAD/ ARNDT ROAD | Marion County | 0.85 v/c; LOS D | 0.84 | 37.5 | D | 0.63 | 18.2 | В | |
| OR-551/ ARNDT ROAD | ODOT | 0.70 v /c | 0.69 | 21.6 | С | 0.62 | 19.8 | В | |
| OR-551/ EHLEN ROAD | ODOT | 0.70 v/c | 0.75 | 35.4 | D | 0.79 | 40.8 | D | |
| TWO-WAY STOP-CO | NTROLLED | | | | | | | | |
| AIRPORT ROAD/ KEIL ROAD | Marion County | LOS E | 0.03 EB | 10.2 | A/B | 0.10 EB | 10.4 | A/B | |
| AIRPORT ROAD/ EHLEN ROAD | Marion County | LOS E | 0.23 SB | 20.8 | A/C | 0.73 SB | 46.6 | A/E | |
| OR-551/ KEIL ROAD | ODOT | 0.70 v/c | 0.27 SB | 9.5 | A/C | 0.39 WB | 45.4 | A/E | |
| AIRPORT ROAD/ STENBOCK WAY | Marion County | LOS E | 0.01 EB | 10.3 | A/B | 0.02 EB | 10.4 | A/B | |
| Signalized Intersection v/c = Volume-to-Capac Delay = Average Stopp LOS = Level of Service | ity Ratio of Inte ed Delay per Ve | | v/c = Volun Delay = Cri | ne-to-Capa tical Move | acity Rati ment App | ntersection o of Worst M broach Delay or Street/Min | ovement (sec) | | |

Bold/Highlighted: Intersection falls to meet operating standards/mobility targets.

SAFETY ANALYSIS

The most recent five years (2017 - 2021) of available crash data for the study area was obtained from the Oregon Department of Transportation (ODOT) and was used to evaluate the safety performance of the study intersections. During the five-year study period, there were a total of 134 crashes with 106 crashes at the study intersections and 28 crashes along the study segments (Figure 3).

One fatal crash occurred in July 2021 involving a bicyclist that was struck from behind by a driver. This crash occurred along OR 551 between Arndt Road and Keil Road. There were five crashes in the study area that resulted in severe injuries, including one crash along the project site frontage. The crash occurred when a southbound driver ran off the road and into the ditch. The two primary types of collisions were rear-end (66 crashes) and turning (43 crashes) and the most common contributing factors were failure to avoid (42 crashes) or not yielding (34 crashes).

CRASH RATE

The total number of crashes observed at an intersection is typically related to the volume of traffic traveling through said intersection. Because of this relationship, a commonly used measure to evaluate the safety performance of an intersection is the intersection crash rate, which is the number of crashes per year per million entering vehicles (MEV). ODOT has developed a list of critical crash rates which represent the expected crash rate for different types of intersections across the state. If the calculated crash rate is higher than the corresponding ODOT critical crash rate, this would indicate a potential safety concern and would warrant additional safety investigations.

As shown in Table 4, the three signalized intersections of Airport Road/Arndt Road, OR-551/Arndt Road, and OR-551/Ehlen Road had high

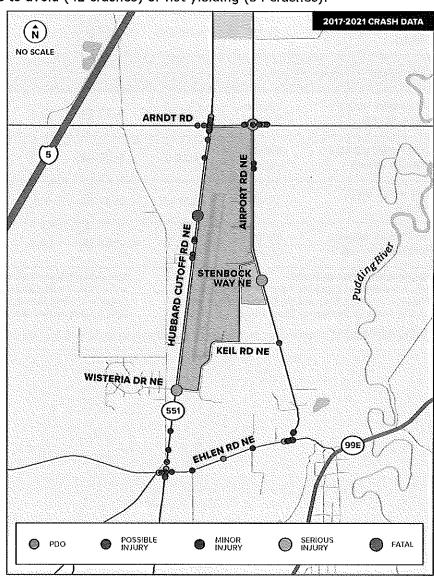


FIGURE 3: 2017 TO 2021 COLLISIONS

crash rates that exceeds the ODOT Critical Crash Rate. As noted earlier, safety improvements were implemented in 2020 at the intersection of OR-551/Ehlen Road, the effects of which are not fully reflected in the crash rate yet.

TABLE 4: STUDY INTERSECTION CRASHES (2017-2021)

| INTERSECTION | c | RASH FRE | | / | ADT | ODOT CRITICAL | OBSERVED | |
|-------------------------------|-------|----------|-----|----------|--------|---------------|------------|--|
| | FATAL | INJURY | PDO | TOTAL | | CRASH RATE | CRASH RATE | |
| OR-551/ ARNDT ROAD | 0 | 17 | 12 | 29 | 23,550 | 0.579 | 0.675 | |
| AIRPORT ROAD/ ARNDT ROAD | 0 | 26 | 11 | 37 | 17,710 | 0.579 | 1.145 | |
| AIRPORT ROAD/ STENBOCK WAY | 0 | 0 | 0 | 0 | 2,680 | 0.475 | 0.000 | |
| AIRPORT ROAD / KEIL ROAD | 0 | 1 | 0 | 1 | 2,960 | 0.475 | 0.185 | |
| AIRPORT ROAD/ EHLEN ROAD | 0 | 4 | 3 | 7 | 10,910 | 0.475 | 0.352 | |
| OR-551/ EHLEN ROAD | 0 | 22 | 16 | 38 | 19,370 | 0.579 | 1.075 | |
| OR-551/ KEIL ROAD | 0 | 2 | 0 | 2 | 12,020 | 1.080 | 0.091 | |

^a PDO = Property damage only

Bold/Highlighted: Intersection is over the critical crash rate.

SAFETY PRIORITY INDEX SYSTEM (SPIS)

The Safety Priority Index System (SPIS) is a ranking system developed by ODOT to identify potential safety problems on state highways. SPIS scores are developed based upon crash frequency, severity, and rate for a 0.10 mile or variable length segment along the state highway over a rolling three-year window (i.e., every year it is updated with the most recent three years).

A prioritized list of the top 15th percentile of statewide SPIS sites is created for each region, and the top 5th percentile are investigated by the five Region Traffic managers' offices. Based on the 2020 SPIS list, Airport Road/Arndt Road is in the top 95% percentile. OR-551/Ehlen Road is in the top 85th percentile. However, it should be noted that OR-551/Ehlen Road was recently reconfigured in 2020 and included the addition of left turn lanes on the eastbound and westbound approaches. Because the SPIS data is based on crashes between 2017 – 2019, the recent safety improvements and their effects on safety at OR-551/Ehlen Road are not yet reflected in the current SPIS list.

RECOMMENDED SAFETY IMPROVEMENTS

^b Critical crash rates according to 90th Percentile rate from ODOT APM Exhibit 4-1

Crash rate = average annual crashes per million entering vehicles (MEV); MEV estimates based on PM peak-hour traffic count

Of the 29 crashes that occurred at the OR-551/Arndt Road intersection, the majority of crashes were rear-end crashes (16 crashes) or turning crashes (7 crashes). The most common cause for crashes here were "Failure to Avoid" (11 crashes) and "Improper Turning" (4 crashes). It is recommended that safety improvements such as advanced flashing signal ahead warning signage be installed at the OR-551/Arndt Road intersection, specifically in the northbound direction and eastbound direction, to address these crash patterns.

Of the 37 crashes that occurred at the Airport Road/Arndt Road intersection, two crashes resulted in severe injuries. The majority of crashes that occurred at this intersection were turning crashes (20 crashes) or rear-end crashes (11 crashes). The most common cause for crashes here were "Failure to Yield" (17 crashes) and "Failure to Avoid" (9 crashes). Both of the severe injury crashes occurred in the evening between 4PM – 6PM. It is recommended that safety improvements such as protected-permissive left turn phasing on the northbound and southbound approaches, advanced signal heads, and advanced signal warning signage be installed at the Airport Road/Arndt Road intersection to address these crash patterns.

PROJECT IMPACTS

The proposed development on the east edge of the Aurora State Airport is a "Vertiport." The proposed Vertiport is composed of verticopter/helicopter tie downs and hangars and charging stations. There are maintenance shops and parts storage with supporting offices shown on the proposed site plan. The maintenance shops are used for repairing and maintaining aircraft components. The parts storage space would primarily be used for the storage of FAA required parts for verticopters and helicopters with supporting office space for maintenance staff, pilots, and inspectors. The offices would contain libraries of manuals and log books for aircraft and for each of their parts and be used for weather data and flight planning. The verticopters/helicopters stored, maintained, and repaired at the proposed vertiport are the only ones using the facility.

To evaluate the impacts of the proposed development, the vehicle operations at the identified study intersections under future no-build and build conditions with the proposal were analyzed.

TRIP GENERATION

Trip generation is the method used to estimate the number of vehicles a development adds to site driveways and the adjacent roadway network during a specified period (i.e., such as the PM peak hour). Trip generation estimates are performed using trip rates surveyed at similar land uses, as provided by the Institute of Transportation Engineers (ITE).⁷

The site is proposed to include the following different uses:

- Verticopter/helicopter tie downs and hangar space
- Verticopter/helicopter parts storage space and maintenance shop with supporting offices.
 The maintenance shops will be used for repairing and maintaining aircraft components. The
 supporting offices will be a place for pilots and maintenance staff to fill out paperwork and
 store required documents when not flying or working in the shop. This is different from a
 traditional office space where employees would perform their primary work duties at a desk
 for the duration of a full day, consistently day-to-day.

There are three hangar buildings and one headquarters building shown on the site plan.

- Hangar V is only for the storage of verticopters and helicopters and will not contain any
 maintenance shops or supporting offices. Therefore, it is assumed to not generate any
 independent vehicle trips.
- Hangar W and Hangar X are proposed to house verticopter and helicopters as well as
 provide space for parts storage and maintenance shops with supporting offices. This
 combination of storage, shop, and office is best matched by the Warehouse ITE Land Use
 (LU Code 150), which is described as "...primarily devoted to the storage of materials, but it
 may also include office and maintenance areas".
- The Vertiport Headquarters building will have a mix of traditional office space and maintenance shop space. For trip generation purposes, it was assumed that approximately 50% of the floorspace would be general office (ITE LU Code 710) and 50% would be verticopter-helicopter maintenance shops (ITE LU Code 150).

⁷ Trip Generation Manual, 11th Edition, Institute of Transportation Engineers, 2021.



TABLE 5: BUILDING SQUARE FOOT BREAKDOWN BY USE

| BUILDING | SIZE (SQUARE FEET) | BREAKDOWN OF USE | SIZE (SQUARE FEET) | TRIP GENERATION LAND USE CODE |
|--------------|--------------------------|---|--------------------------|----------------------------------|
| HANGAR V | 38,916 | Verticopter and Helicopter Hangars | 38,916 | None |
| HANGAR W | | Verticopter and Helicopter Hangars | 32,000 | None |
| HANGAR W | 76,160 ⁻ | Parts Storage & Maintenance Shop with Supporting Offices | 44,160 | LU Code 150 |
| HANGAR X | | Verticopter and Helicopter Hangars | 32,000 | None |
| HANGAR X | 57,560 ~ | Parts Storage & Maintenance Shop with Supporting Offices | 25,560 | LU Code 150 |
| VERTIPORT | | General Office | 15,658 | LU Code 710 |
| HEADQUARTERS | 31,316 | Maintenance Shop | 15,658 | LU Code 150 |

Based on the ITE manual, the proposed site is estimated to generate 316 average daily trips, 38 (32 in, 6 out) AM peak hour trips and 38 (8 in, 30 out) PM peak hour trips.

TABLE 6: TRIP GENERATION SUMMARY FOR PROPOSED DEVELOPMENT

| LAND USE (ITE CODE) | TRIP GEN | | AM PEAK HOUR | | | PM PEAK HOUR | | | DAILY | |
|-------------------------|-------------|----------|--------------|-----|-------|--------------|-----|-------|-------|--|
| | RATE A | UNITS | IN | оит | TOTAL | IN | оит | TOTAL | TRIPS | |
| WAREHOUSE (150) | 0.17 (0.18) | 85.4 KSF | 11 | 3 | 14 | 4 | 11 | 15 | 146 | |
| GENERAL OFFICE (710) | 1.52 (1.44) | 15.7 KSF | 21 | 3 | 24 | 4 | 19 | 23 | 170 | |
| | | TOTAL | 32 | 6 | 38 | 8 | 30 | 38 | 316 | |

Note:

- A. XX (YY) = AM peak rate (PM peak rate) in trips per 1,000 square feet of gross floor area
- B. KSF = 1,000 square feet

TRIP DISTRIBUTION

Trip distribution provides an estimation of where project-related trips would be coming from and going to within the study area. It is given as percentages at key gateways to the study area and is used to route project trips through the study intersections. The trip distribution, estimated using the existing traffic counts, is shown in Figure 4 on the following page.

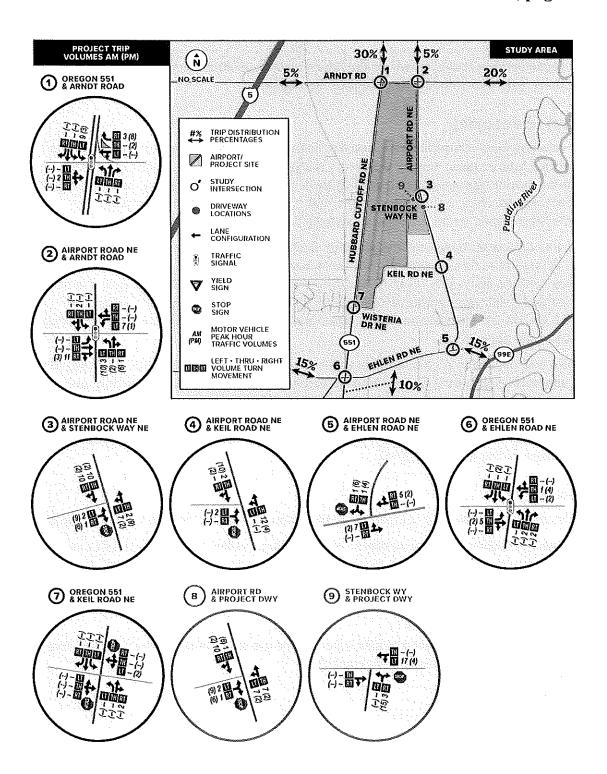


FIGURE 4: PROJECT TRIPS AND TRIP DISTRIBUTION

PROJECT IMPACT ANALYSIS

The following sections present the results of the future traffic operations analysis at each of the study intersections, with and without the proposed development.

FUTURE TRAFFIC VOLUMES

Future traffic volumes were estimated and used to analyze future intersection operations at the intersection for two future years: Year of Opening (2025) and Short-Term (2030). The future analysis scenarios include various combinations of three types of traffic: existing, background, and project. The background traffic includes the traffic that is expected to be added to the transportation system based on an increase in regional population and development.

A growth rate was calculated based on methodology from ODOT's Analysis Procedure Manual.⁸ OR-551 is located outside of Aurora's urban growth boundary and using historical trends to estimate a growth rate was deemed applicable. Current and future traffic volumes on OR-551 near the site (mile posts 1.49 and 3.46) were gathered from ODOT's Future Volumes Table and an annual growth rate of 2.0% on OR-551 between Arndt Road and Ehlen Road was calculated. Supporting data is included in the appendix.

This growth rate was applied to all movements at the OR-551/Arndt Road and OR-551/Ehlen Road intersections, the north-south through movements at the OR-551/Keil Road intersection, and the east-west movements at the Arndt Road/Airport Road and Ehlen Road/Airport Road intersections. The growth rate was selectively applied to the study intersections to accurately model the expected background growth in traffic. It is anticipated that any growth on Airport Road in the future will be due to the expansion of the airport facilities.

PLANNED PROJECTS

All future traffic operations assumed completion of the following planned Marion County project:

Marion County Flashing Yellow Arrows: Install flashing yellow arrows for all left turn movements at the Airport Road/Arndt Road intersection to allow for protective and permissive left turns. Optimized signal timing was assumed as part of this project.

OPENING YEAR (2025) ANALYSIS

Figure 5 and Figure 6 show the expected traffic volumes for the study area for the Opening Year 2025 No Build and Build (with proposed development).

⁸ Analysis Procedure Manual, Version 2, Chapter 6: Future Year Forecasting, ODOT, Last updated November 2018.

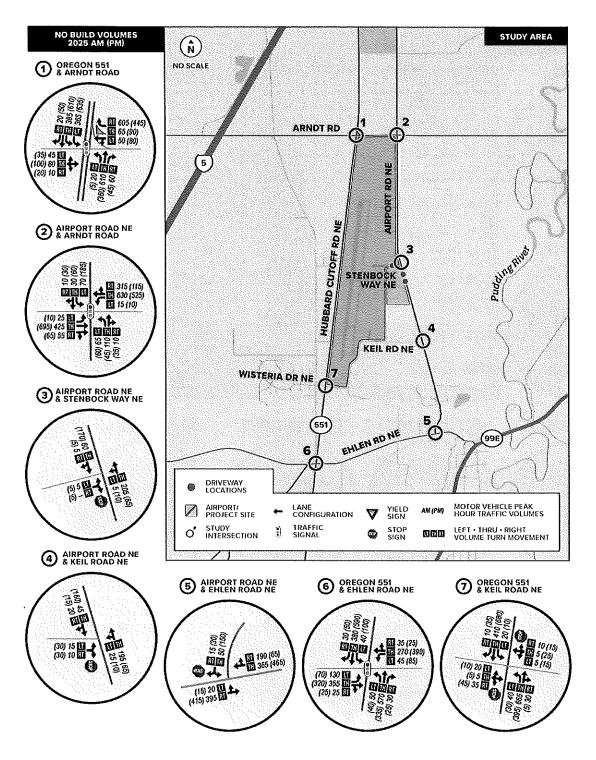


FIGURE 5: 2025 NO BUILD TRAFFIC VOLUMES

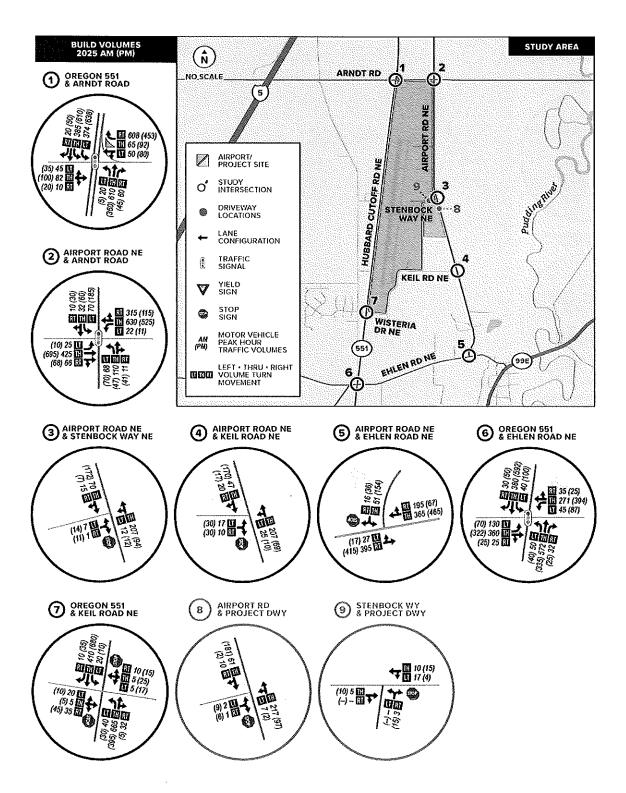


FIGURE 6: 2025 BUILD TRAFFIC VOLUMES

It is anticipated that the proposed development will be completed in 2025. Table 7 lists the 2025 No Build intersection operations and Table 8 lists the 2025 Build intersection operations. As shown, by 2025, all three signalized intersections will exceed the v/c mobility target in the No Build scenario. Additionally, the Airport Road / Ehlen Road intersection is projected to operate at LOS F, exceeding the Marion County LOS target. With the proposed development, the v/c at the three signals are projected to see no increase or a minimal increase in v/c ratio. At the Airport Road / Ehlen Road intersection, the LOS remains unchanged (LOS F on the minor street approaches). Mitigation measures are discussed in the Mitigation Strategies section.

TABLE 7: 2025 NO BUILD INTERSECTION OPERATIONS

| | JURIS- | MOBILITY TARGET/ | AM P | EAK HOU | R | PM P | EAK HOU | R |
|---|--------------------------------------|-----------------------|----------------------------|--------------------------|------------------------------------|---|------------------|-----|
| INTERSECTION | DICTION | OPERATING STANDARD | V/C | DELAY | LOS | V/C | DELAY | LOS |
| SIGNALIZED | | | | | | | | |
| AIRPORT ROAD/ ARNDT ROAD | Marion County | 0.85 v/c and LOS D | 0,95 | 50.5 | D | 0,69 | 20.5 | С |
| OR-551/ ARNDT ROAD | ODOT | 0.70 v/c | 0.73 | 23.7 | С | 0.66 | 21.9 | С |
| OR-551/ EHLEN ROAD | ODOT | 0.70 v/c | 0.79 | 40.3 | D | 0,83 | 46.3 | D |
| TWO-WAY STOP-CO | NTROLLED | | | | | | | |
| AIRPORT ROAD/ KEIL ROAD | Marion County | LOS E | 0.04 EB | 10.2 | A/B | 0.11 EB | 10.6 | A/B |
| AIRPORT ROAD/ EHLEN ROAD | Marion County | LOS E | 0.26 SB | 22.2 | A/C | 0.80 SB | 58.2 | A/F |
| OR-551/ KEIL ROAD | ODOT | 0.70 v/c | 0.33 EB | 30.9 | A/D | 0.49 WB | 55.0 | A/F |
| AIRPORT ROAD/ STENBOCK WAY | Marion County | LOS E | 0.01 EB | 10.4 | A/B | 0.02 EB | 10.4 | A/B |
| Signalized Intersection v/c = Volume-to-Capac Delay = Average Stoppe LOS = Level of Service | ity Ratio of Inte ed Delay per Ve | | v/c = Volur Delay = Cri | ne-to-Capa tical Move | ncity Rati ment Ap _l | ntersections to of Worst Moroach Delay or Street/Mind | ovement (sec) | |

Bold/Highlighted: Intersection falls to meet operating standards/mobility targets.

TABLE 8: 2025 BUILD INTERSECTION OPERATIONS

| | JURIS- | MOBILITY TARGET/ | АМ Р | EAK HOUI | 2 A | PMP | EAK HOUR | Α |
|--|-------------------------------------|-----------------------|----------------------------|----------------------------|------------------------|--|----------------|----------------------|
| INTERSECTION | DICTION | OPERATING STANDARD | V/C | DELAY | LOS | V/C | DELAY | LOS |
| SIGNALIZED | | | | | | | | |
| AIRPORT ROAD/ ARNDT ROAD | Marion County | 0.85 v/c and LOS D | 0,95 (+0.00) | 50.4 (-0.1) | D (-) | 0.70 (+0.01) | 21.3 (+2.9) | C (-) |
| OR-551/ ARNDT ROAD | ODOT | 0.70 v/c | 0.74 (+0.01) | 24.1 (+0.4) | C (-) | 0.66 (+0.00) | 22.0 (+0.1) | C (-) |
| OR-551/ EHLEN ROAD | ODOT | 0.70 v/c | 0.79 (+0.00) | 40.8 (+0.5) | D (-) | 0.83 (+0.00) | 47.1 (+0.8) | D (-) |
| TWO-WAY STOP-CO | ONTROLLED | | | | | | | |
| AIRPORT ROAD/ KEIL ROAD | Marion County | LOS E | 0.04 EB (+0.00) | 10.4 (+0.2) | A/B (-/-) | 0.11 EB (+0.00) | 10.8 (+0.2) | A/B (-/-) |
| AIRPORT ROAD/ EHLEN ROAD | Marion County | LOS E | 0.28 SB (+0.02) | 23.1 (+0.9) | A/C (-/-) | 0.85 SB (+0.05) | 65.8 (+7.6) | A/ F (-/-) |
| OR-551/ KEIL ROAD | ODOT | 0.70 v/c | 0.33 EB (+0.00) | 31.3 (+0.4) | A/D (-/-) | 0.52 WB (+0.03) | 57.9 (+2.9) | A/F (-/-) |
| AIRPORT ROAD/ STENBOCK WAY | Marion County | LOS E | 0.01 EB (+0.00) | 10.5 (+0.1) | A/B (-/-) | 0.05 EB (+0.03) | 10.8 (+0.4) | A/B (-/- |
| Signalized Intersect v/c = Volume-to-Capa Delay = Average Stop LOS = Level of Service | city Ratio of In ped Delay per \ | /ehicle (sec) | v/c = Volun Delay = Cri | ne-to-Capac tical Movem | ity Ratio ent Appro | ersections: of Worst Move oach Delay (se Street/Minor S | c) | |

Bold/Highlighted: Intersection fails to meet operating standards/mobility targets.

SHORT-TERM (2030) ANALYSIS

Figure 7 and Figure 8 show the expected traffic volumes for the study area for the Short-Term 2030 No Build and Build (with proposed development).

A. The number in parentheses represents the difference from No Build.

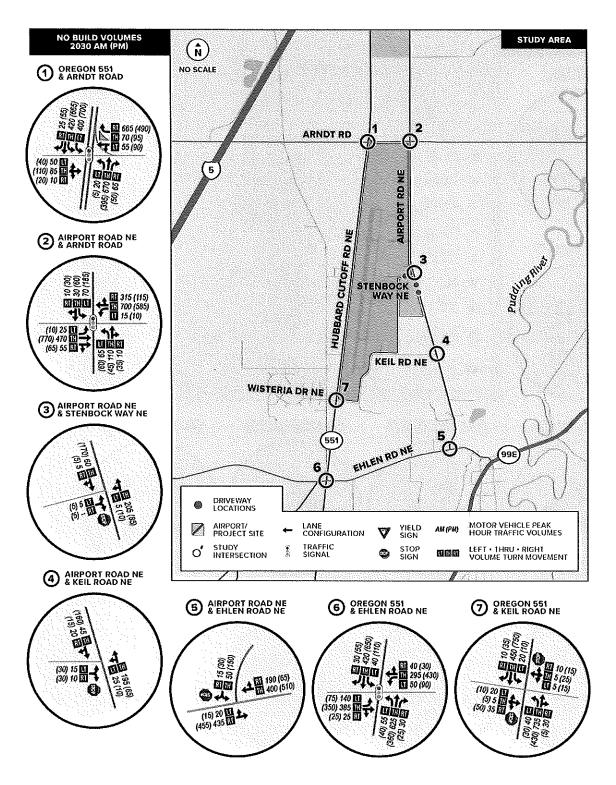


FIGURE 7: 2030 NO BUILD TRAFFIC VOLUMES

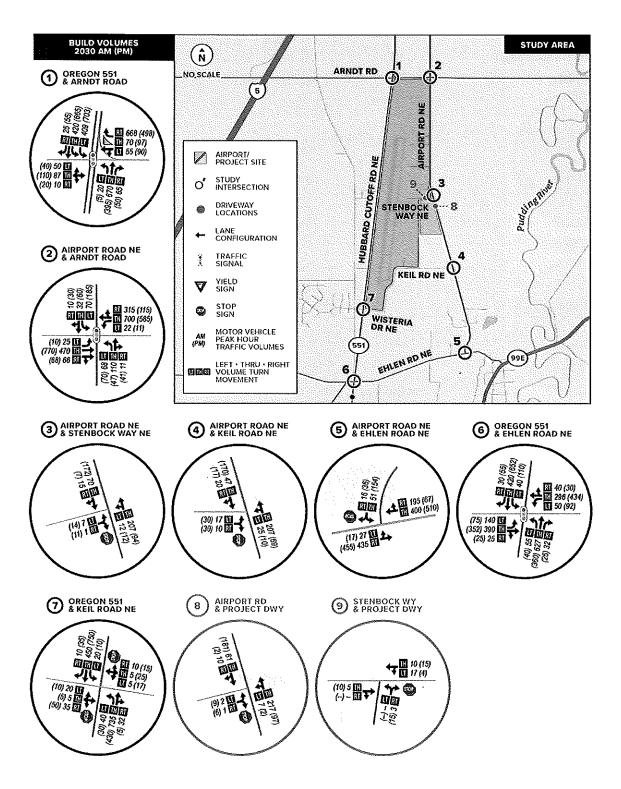


FIGURE 8: 2030 BUILD TRAFFIC VOLUMES

Table 9 lists the 2030 No Build intersection operations and Table 10 lists the 2030 Build intersection operations. As in 2025, the three signalized intersection and the intersection of Airport Road/Ehlen Road will exceed the applicable operating standards/mobility targets in both the No Build and Build scenarios in 2030. The additional traffic generated by the proposed project will increase the v/c by 0.01 or less at all signalized intersections, and the LOS at the Airport Road/Ehlen Road intersection will remain unchanged at LOS F. Mitigation measures that are proportional to the level of development being proposed will be required by both Marion County and ODOT, as discussed in the *Mitigation Strategies* section.

TABLE 9: 2030 NO BUILD INTERSECTION OPERATIONS

| | JURIS- | MOBILITY TARGET/ | AM P | EAK HOU | R | PM PEAK HOUR | | | |
|--|---------------------------------------|-----------------------|----------------------------|--------------------------|------------------------|---|------------------|-----|--|
| INTERSECTION | DICTION | OPERATING STANDARD | V/C | DELAY | LOS | V/C | DELAY | Los | |
| SIGNALIZED | | | | | | | | | |
| AIRPORT ROAD/ ARNDT ROAD | Marion County | 0.85 v/c and LOS D | 1.00 | 65,7 | E | 0.73 | 21.5 | С | |
| OR-551/ ARNDT ROAD | ODOT | 0.70 v/c | 0.81 | 27.6 | С | 0.72 | 27.6 | С | |
| OR-551/ EHLEN ROAD | ODOT | 0.70 v/c | 0.86 | 48.8 | D | 0.91 | 59.5 | E | |
| TWO-WAY STOP-CO | NTROLLED | | | | | | | | |
| AIRPORT ROAD/ KEIL ROAD | Marion County | LOS E | 0.04 EB | 10.2 | A/B | 0.11 EB | 10.6 | A/B | |
| AIRPORT ROAD/ EHLEN ROAD | Marion County | LOS E | 0.29 SB | 25.1 | A/D | 0.92 SB | 85.1 | A/F | |
| OR-551/ KEIL ROAD | ODOT | 0.70 v/c | 0.40 EB | 39.0 | A/E | 0.61 WB | 79.5 | B/F | |
| AIRPORT ROAD/ STENBOCK WAY | Marion County | LOS E | 0.01 EB | 10.4 | A/B | 0.02 EB | 10.4 | A/B | |
| Signalized Intersection v/c = Volume-to-Capac Delay = Average Stopp LOS = Level of Service | ity Ratio of Inter ed Delay per Ve | | v/c = Volur Delay = Cri | ne-to-Capa tical Move | ncity Rati ment App | ntersection to of Worst M proach Delay or Street/Min | ovement (sec) | | |

TABLE 10: 2030 BUILD INTERSECTION OPERATIONS

| INTERSECTION | JURIS- DICTION | MOBILITY TARGET/ OPERATING STANDARD | AM PEAK HOUR A | | | PM PEAK HOUR * | | |
|-------------------------------|-------------------|--|--------------------|----------------|--------------|--------------------|-----------------|----------------------|
| | | | V/C | DELAY | LOS | V/C | DELAY | Los |
| SIGNALIZED | | | , | | | | | |
| AIRPORT ROAD/ ARNDT ROAD | Marion County | 0.85 v/c and LOS D | 1.00 (+0.00) | 65.4 (-0.3) | E (-) | 0.74 (+0.01) | 22.2 (+0.7) | C (-) |
| OR-551/ ARNDT ROAD | ODOT | 0.70 v/c | 0.82 (+0.01) | 28.2 (+0.6) | C (-) | 0.72 (+0.00) | 27.8 (+0.2) | C (-) |
| OR-551/ EHLEN ROAD | ODOT | 0.70 v/c | 0,86 (+0.00) | 49.3 (+0.5) | D (-) | 0.91 (+0.00) | 60.7 (+1.2) | E (-) |
| TWO-WAY STOP-CO | ONTROLLED | | | | | | | |
| AIRPORT ROAD/ KEIL ROAD | Marion County | LOS E | 0.04 EB (+0.00) | 10.4 (+0.2) | A/B (-/-) | 0.11 EB (+0.00) | 10.8 (+0.2) | A/B (-/- |
| AIRPORT ROAD/ EHLEN ROAD | Marion County | LOS E | 0.31 SB (+0.02) | 26.3 (+1.2) | A/D (-/-) | 0.97 SB (+0.05) | 96.9 (+11.8) | A/ F (-/-) |
| OR-551/ KEIL ROAD | ODOT | 0.70 v/c | 0.40 EB (+0.00) | 39.4 (+0.4) | B/E (A/-) | 0.64 WB (+0.03) | 85.4 (+5.9) | B/F (-/-) |
| AIRPORT ROAD/ STENBOCK WAY | Marion County | LOS E | 0.01 EB (+0.00) | 10.5 (+0.1) | A/B (-/-) | 0.05 EB (+0.03) | 10.8 (+0.4) | A/B |

Signalized Intersections:

v/c = Volume-to-Capacity Ratio of Intersection
Delay = Average Stopped Delay per Vehicle (sec)
LOS = Level of Service of Intersection

Two-Way Stop-Controlled Intersections:

v/c = Volume-to-Capacity Ratio of Worst Movement Delay = Critical Movement Approach Delay (sec) LOS = Level of Service of Major Street/Minor Street

Bold/Highlighted: Intersection fails to meet operating standards/mobility targets.

A. The number in parentheses represents the difference from No Build.

MITIGATION STRATEGIES

As discussed in the traffic operations sections above, four of the study intersections do not meet the applicable Marion County operating standards or ODOT mobility targets under 2030 conditions (with and without the proposed project). The mitigation requirements vary by agency and are described below.

- For Marion County intersections, the developer is not required to construct the full mitigation to bring an intersection back to standards. Instead, the developer can contribute partial funds towards the mitigation, in proportion to the amount of traffic being generated.
- For ODOT intersections, the developer is required to construct the mitigation because
 ODOT has no mechanism for receiving or retaining private funds. However, the cost of the
 mitigation must be reasonable for the level of development. In cases where the cost of
 mitigating to standards is disproportionate to the development, construction of smaller-scale
 mitigations that provide an incremental operational or safety benefit may be accepted.

RECOMMENDED MITIGATIONS

AIRPORT ROAD/ARNDT ROAD (MARION COUNTY)

This intersection fails to meet the County's operating standard in the future 2030 No Build scenario. The proposed project does not degrade operations performance measures (the v/c ratio and LOS remain unchanged) with the addition of project-generated traffic. Therefore, the proposed project has no significant impact warranting mitigation.

TIS Mitigations to Standards: No mitigations are required.

AIRPORT ROAD/EHLEN ROAD (MARION COUNTY)

This intersection fails to meet the County's operating standard of LOS E in the future 2030 No Build scenarios. The proposed project does not degrade operations performance measures (the LOS remains unchanged).

However, because there is a transportation improvement project identified in the City of Aurora's Transportation System Plan for the intersection of Airport Road/Ehlen Road⁹, the County requires that the developer pay a proportionate share of the cost to install the identified improvements in the City TSP. The proportionate share is determined based on number of trips that this development would add to the intersection divided by the total number of trips at the intersection. The proportionate share percentage for this development is 1.2%. ¹⁰ Based on planning level cost estimates, the estimated cost of the traffic signal and additional turn lanes is \$2,000,000, making the developer's proportionate share cost \$24,000.

The transportation improvement project consists of signalizing the intersection and adding an eastbound left turn lane, a southbound left turn lane, and westbound right turn lane.

¹⁰ The peak hour project-generated trips (14 trips) divided by the 2030 total vehicle volumes at the intersection (1,239 vehicles per hour).

TIS Mitigations to Standards: No transportation improvements are required to be constructed; however, the developer shall contribute a proportionate share of 1.2% of the total cost to install the identified TSP improvement project to Marion County.

ARNDT ROAD/OR-551 (ODOT)

This intersection does not meet ODOT's mobility target under Existing 2023 conditions. The proposed project has a very minimal impact to the intersection, resulting in a maximum increase of 0.01 v/c ratio in 2030.

Calculated values for v/c ratios that are within 0.03 of the adopted target are considered to comply with the target, as reflected in the Oregon Highway Plan (OHP), Action 1F.5 regarding mobility targets and best traffic engineering practices. The reason is that transportation engineering is not an exact science and necessarily requires making educated assumptions that introduce a level of uncertainty to the analysis results and findings. Assumptions that result in v/c ratio within 0.03 of the target is within the well-understood margin of error and so are considered to demonstrate compliance with the target. Therefore, the proposed project has no significant impact warranting mitigation.

TIS Mitigations to Standards: No mitigations are required.

EHLEN ROAD/OR-551 (ODOT)

This intersection fails to meet ODOT's mobility target in the future 2030 No Build scenario. The proposed project does not degrade operations performance measures (the v/c ratio remains unchanged) with the addition of project-generated traffic. Therefore, the proposed project has no significant impact warranting mitigation.

TIS Mitigations: No mitigations are required.

SITE PLAN REVIEW

The site plan includes approximately 102,916 square feet of proposed vertiport-heliport storage and hangar space and 101,036 square feet of proposed vertiport-heliport related maintenance shop and supporting office space. The site plan also includes 97 proposed parking spaces. The site plan shows sufficient aisle width for parking maneuvers and a sufficient number of access points for emergency vehicle access.

PROJECT FRONTAGE

Frontage improvements along Airport Road will be required to bring the roadway to current Marion County design standards for Rural Major Collectors. The standard for Rural Major Collectors includes a minimum paved width of 22 feet, 5-foot gravel shoulders, and a minimum right-of-way width of 60 feet.

SITE ACCESSES

The site will be accessed via one proposed driveway access along Airport Road and via Stenbock Way NE (an existing private road). The spacing between the proposed driveway on Airport Road and the nearest intersection or driveway is approximately 570 feet, which meets the Marion County access spacing standards for major collectors. Based on preliminary observations, there are no sight distance restrictions at the existing driveway or study intersections. However, prior to occupancy, sight distance at any existing access points will need to be verified, documented, and stamped by a registered professional Civil or Traffic Engineer licensed in the State of Oregon.

Table 11 below shows the traffic operations at the proposed site accesses for Opening Year (2025) and the Short-Term (2030) Build scenarios. It was assumed that 50 percent of the project trips would use site access on Stenbock Way and the remaining 50 percent would use the proposed driveway on Airport Road. As shown, the proposed driveways meet the Marion County operating standard where applicable.

TABLE 11: BUILD DRIVEWAY OPERATIONS

| | JURIS- | MOBILITY TARGET/ OPERATING STANDARD | AM PEAK HOUR | | | PM PEAK HOUR | | |
|-------------------------------|------------------|--|--------------|-------|-----|--------------|-------|-----|
| INTERSECTION | DICTION | | V/C | DELAY | LOS | V/C | DELAY | Los |
| OPENING YEAR (202 | 25) | | | | | | | |
| AIRPORT ROAD / PROJECT DWY | Marion County | LOS E | 0.01 EB | 9.9 | A/A | 0.03 EB | 10.7 | A/B |
| STENBOCK WAY / PROJECT DWY | Private | - | 0.00 NB | 8,4 | A/A | 0.02 NB | 10.5 | A/A |
| SHORT-TERM (2030 |) | | | | | | | |
| AIRPORT ROAD / PROJECT DWY | Marion County | LOS E | 0.01 EB | 9.9 | A/A | 0.03 EB | 10.4 | A/B |
| STENBOCK WAY / PROJECT DWY | Private | _ | 0.00 NB | 8.4 | A/A | 0.02 NB | 8.5 | A/A |

Signalized Intersections:

v/c = Volume-to-Capacity Ratio of Intersection
Delay = Average Stopped Delay per Vehicle (sec)
LOS = Level of Service of Intersection

Two-Way Stop-Controlled Intersections:

v/c = Volume-to-Capacity Ratio of Worst Movement Delay = Critical Movement Approach Delay (sec) LOS = Level of Service of Major Street/Minor Street

TURN LANE WARRANT ANALYSIS

Turn lane warrant analyses were performed for the proposed site access points along Airport Road using the criteria provided in the ODOT Analysis Procedures Manual¹³ for left turn and right turn

¹¹ Marion County Rural Transportation System Plan, 2005. Table 10-1. Access spacing requirements between minor intersections or private access is 300 feet on major collector roadways.

¹² Preliminary sight distance evaluations were completed on August 2, 2017.

¹³ Chapter 12 Unsignalized Intersection Analysis, Analysis Procedures Manual, ODOT, 2023.

lanes. It was assumed that the vehicles turning into the project site would be split 50 percent to the Stenbock Way driveway and the remaining 50 percent would use the proposed driveway on Airport Road. Northbound left turn lanes were not warranted at the proposed site access on Airport Road or at Stenbock Way. Right turn lanes were also not warranted at the Stenbock Way intersection or the proposed site access. The results and supporting documentation can be found in the appendix.

ON-SITE VEHICLE PARKING

The proposed project is to comply with Marion County code for the number of vehicular parking stalls that are provided on site¹⁴. The County code states that the site is to provide one parking stall for every 5,000 square feet for industrial uses and one parking stall for every 300 square feet for office uses. Using the same land use breakdown as was used for the trip generation, this results a required 95 parking stalls for the site.

TABLE 12: BUILD DRIVEWAY OPERATIONS

| BUILDING | LAND USE (PER PARKING CODE) | PARKING STALL REQUIREMENT | SIZE (SQUARE FEET) | REQUIRED NUMBER OF PARKING STALLS |
|--------------|--------------------------------|--|--------------------------|--------------------------------------|
| HANGAR V | Industrial | 1 stall for every 5,000 square feet | 38,916 | 8 |
| HANGAR W | Industrial | 1 stall for every 5,000 square feet | 76,160 | 18 |
| HANGAR X | Industrial | 1 stall for every 5,000 square feet | 57,560 | 14 |
| VERTIPORT | Industrial | 1 stall for every 5,000 square feet | 15,658 | 3 |
| HEADQUARTERS | Office | 1 stall for every 300 square feet | 15,658 | 52 |
| | | TOTAL | 203, 952 | 95 |

For comparison, the parking rate at the adjacent airport businesses was calculated using the building footprints of the SECAP, H.D., and Lynx Jet Center buildings near Yellow Gate Lane and Keil Road. Combined, these buildings have a floor area of 564,793 square feet and provide a combined total of 392 parking spaces. This results in a parking rate of 1 parking space per 1,441 square feet of building. If this parking rate is applied to the proposed vertiport-heliport site, the resulting number of parking stalls would be 97 parking spaces.

The proposed site plan shows 97 parking spaces. This meets Marion County vehicle parking requirements and the comparative parking rate for similar land uses nearby.

Refer to the appendix for detailed vehicle parking calculations.

¹⁴ City of Aumsville Development Regulations - Vehicle and bicycle parking space regulations - Pg 87

CONDITIONAL USE EVALUATION

The proposed project is a conditional use under the current Marion County zoning of Exclusive Farm Use (EFU). Because the proposed project is a conditionally permitted land use under the EFU zoning, the site must show that it "will not force a significant change, or significantly increase the cost of, accepted farm or forest practices on surrounding lands devoted to farm or forest use." To evaluate this criterion from a transportation perspective, a calculation of the added vehicle travel delay for key agricultural routes through the study area due to the project is provided below.

Two hypothetical routes for agricultural vehicles in the study area were identified to estimate any added vehicle delays that may be incurred by farmers engaged in accepted farming practices on surrounding lands as the result of the proposed project. The two hypothetical routes are shown in Figure 9.

The two hypothetical travel routes are between Smith Gardens on the west side of OR-551 and agricultural land just east of Airport Road. One route travels between the two sites via Arndt Road to the north and the other route travels via Keil Road to the south. The length of the routes and estimated increase in vehicle delays on both routes are shown in the following table.

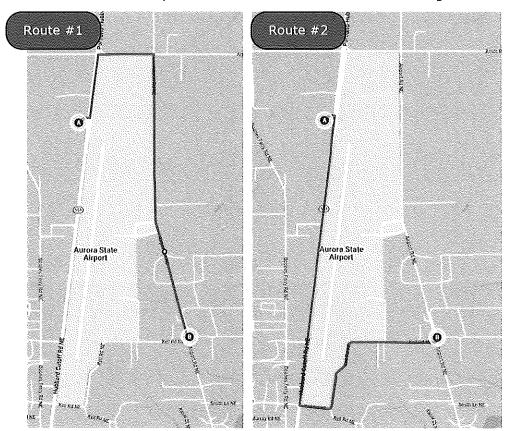


FIGURE 9: HYPOTHETICAL AGRICULTURAL ROUTES IN STUDY AREA

¹⁵ Section 17.136.060, Marion County Zoning Code.

As shown, the added vehicle delay is minimal (<5 seconds or 2% increase). The additional traffic generated by the proposed conditional use would not impart a significant impact on the travel times experienced by agricultural vehicles in the vicinity of the project site, satisfying the approval criteria in the zoning code.

TABLE 13: ADDED VEHICLE DELAYS ON KEY AGRICULTURAL ROUTES

| ROUTE | LENGTH | APPROXIMATE | VEHICLE DELAY ADDED TO ROUTE | | | |
|---------------------------|-----------|-------------|------------------------------|--------------|--|--|
| ROUIE | (MILES) | TRAVEL TIME | AM PEAK HOUR | PM PEAK HOUR | | |
| Route #1 – via Arndt Road | 1.8 miles | 4-5 minutes | < 5 secs | < 5 secs | | |
| Route #2 - via Keil Road | 2.1 miles | 4-5 minutes | < 5 secs | < 5 secs | | |

SUMMARY

The proposed North Marion County Vertiport will develop a vertiport-heliport transportation facility (a conditional use in EFU zones) consisting of vertiport-heliport tie downs, hangar space, parts storage, maintenance shops, and supporting offices, on a currently vacant parcel adjacent to the Aurora Airport in Marion County, Oregon. This traffic impact study evaluated the potential impacts of this project on the surrounding transportation network.

NO-BUILD CONDITIONS

- Four of the study intersections fail to meet applicable operating standards or mobility targets in the No-Build condition, including OR-551/Arndt Road, Airport Road/Arndt Road, OR-551/Ehlen Road, and Airport Road/Ehlen Road.
- Two study intersections (Airport Road/Arndt Road and OR-551/Arndt Road) have existing safety deficiencies based on historical safety performance.

PROJECT IMPACTS

- The proposed vertiport is expected to generate 316 average daily trips, 38(32 in, 6 out) AM peak hour trips and 38 (8 in, 30 out) PM peak hour trips.
- The same four study intersections that fail to meet applicable operating standards or mobility targets under No-Build conditions will continue to fail under Build conditions. However, the addition of project-generated trips will not degrade operations according to the performance standards. Therefore, the project has no significant impact and no mitigations are required with the exception of Airport Road/Ehlen Road.
- Because the intersection of Airport Road/Ehlen Road is identified in the City of Aurora
 Transportation System Plan as failing under future conditions, there is a transportation
 improvement project identified for the intersection. Marion County requires that the developer
 pay their proportionate share towards the cost of the identified TSP improvement project.
- The proposed development is not expected to cause a significant adverse impact on the surrounding agricultural operations based on an assessment of travel times in the vicinity of the project site. Hypothetical routes for agricultural vehicles are expected to see an increase in travel time of less than five seconds during peak hours.

RECOMMENDED MITIGATIONS

- Airport Road Frontage Improvements: Half-street frontage improvements along Airport
 Road are required to meet current design standards for rural major collector roadways. The
 standard for Rural Major Collectors includes a minimum paved width of 22 feet, 5-foot gravel
 shoulders, and a minimum right-of-way width of 60 feet.
- **Proportionate Share:** The developer shall contribute a proportionate share of 1.2% of the total cost to install the identified TSP improvement project at Airport Road/Ehlen Road to Marion County. Based on planning-level cost estimates, the cost of the identified TSP improvement project is \$2,000,000, making the developer's proportionate share cost \$24,000.

TRANSPORTATION PLANNING RULE

We are advised that it is legally unclear whether the provisions of the Transportation Planning Rule (TPR) apply, apart from those expressly specified as applicable per OAR 660-012-0070. Because of this uncertainty, we are asked to apply other potentially applicable provisions of the TPR as a precaution only, without conceding they apply. Accordingly, we address the provisions of the TPR other than OAR 660-012-0070 as a precaution only, without taking any position about whether they apply here.

The requirements of Oregon Administrative Rule (OAR) 660-012-0060, the Transportation Planning Rule (TPR), must be met for proposed comprehensive plan zoning amendments. The intent of the TPR (OAR 660-12-0060) is to ensure that future land use and traffic growth is consistent with transportation system planning and does not create a significant effect on the surrounding transportation system beyond currently allowed uses.

The definition of a "significant effect" varies by jurisdiction and no such definition is provided in the Marion County code currently. According to the Oregon Highway Plan (OHP)¹⁶, a net increase of **less than 400 daily trips** does not qualify as a significant effect. While the OHP is not applicable to County roads, it provides a reasonable estimate of a significant effect for TPR analysis purposes.

Based on the trip generation estimate presented in Table 6, the trip generation for the proposed conditional use is **316 daily trips**. Therefore, under this proposed development, it can be concluded that the comprehensive plan map amendment would not have a significant effect on the transportation system and therefore, this conditional use complies with the TPR requirements.

¹⁶ 1999 Oregon Highway Plan, Action 1F.5, Pages 80-81.



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APPENDIX

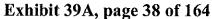


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SECTION 1. TRAFFIC COUNT DATA



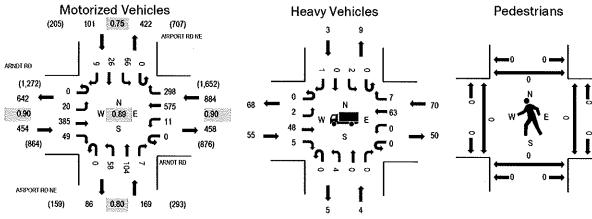


Location: 1 AIRPORT RD NE & ARNDT RD AM

Date: Tuesday, September 19, 2023 Peak Hour: 07:00 AM - 08:00 AM

Peak 15-Minutes: 07:25 AM - 07:40 AM

Peak Hour



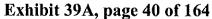
Note: Total study counts contained in parentheses.

| | HV% | PHF |
|-----|-------|------|
| EB | 12.1% | 0.90 |
| WB | 7.9% | 0.90 |
| NB | 2.4% | 0.80 |
| SB | 3.0% | 0.75 |
| All | 8.2% | 0.89 |

| Interval | | East | ···· | | | West | DT RD bound | wroney-1-1 | | Norti | T RD NE | | *************************************** | South | T RD NE abound | | | Rolling |
|-------------|--------|------|------|-------|--------|------|----------------|------------|-------|-------|---------|-------|---|-------|-------------------|-------|-------|---------|
| Start Time | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Tum | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | Hour |
| 7:00 AM | 0 | - 1 | 28 | 3 | 0 | 1 | 52 | 20 | 0 | 8 | 6 | 0 | 0 | 2 | 1 | 1 | 123 | 1,608 |
| 7:05 AM | 0 | - 1 | 27 | - 1 | 0 | 0 | 67 | 22 | 0 | 2 | 5 | - 1 | 0 | 3 | 4 | 0 | 133 | 1,591 |
| 7:10 AM | 0 | 1 | 23 | 1 | 0 | 1 | 41 | 25 | 0 | 9 | 11 | 0 | 0 | 5 | - 1 | 0 | 118 | 1,593 |
| 7:15 AM | 0 | 0 | 28 | 2 | 0 | 3 | 42 | 26 | 0 | 1 | 10 | 2 | 0 | 3 | 2 | 0 | 119 | 1,598 |
| 7:20 AM | 0 | 2 | 44 | 6 | 0 | 0 | 59 | 27 | 0 | 3 | 15 | 2 | 0 | - 1 | 1 | - 1 | 161 | 1,596 |
| 7.25 AM | 0 | 4.4 | 36 | 7 | - 0 | 2 | 50 | 24 | - 0 | 6 | - 41 | 0 | 0 | 12 | 3 | 1 | 153 | 1,56 |
| 7:30 AM | - 0 | 3 | 18 | - 8 | 0 | 2 | 53 | - 18 | 0 | 6 | 9 | 0 | 0 | 7 | - 5 | 2 | 131 | 1,519 |
| 7:35 AM | 0 | 1 | 48 | 5 | 0 | 0 | 56 | 37 | 0 | 4 | 9 | 0 | 0 | 7 | 1 | - 1 | 169 | 1,50 |
| 7:40 AM | 0 | 2 | 38 | 4 | 0 | 1 | 41 | 36 | 0 | 7 | 4 | 0 | 0 | 4 | 2 | 0 | 139 | 1,454 |
| 7:45 AM | 0 | - 4 | 23 | 6 | 0 | - 1 | 42 | 32 | 0 | 4 | 10 | 0 | 0 | 6 | 4 | 2 | 134 | 1,452 |
| 7:50 AM | 0 | 1 | 41 | 2 | 0 | 0 | 34 | 19 | 0 | 1 | 5 | 0 | 0 | 8 | 2 | 0 | 113 | 1,432 |
| 7:55 AM | 0 | 3 | 31 | 4 | 0 | 0 | 38 | 12 | 0 | 7 | 9 | 2 | 0 | 8 | 0 | - 1 | 115 | 1,414 |
| 8:00 AM | 0 | 4 | 28 | 2 | 0 | 1 | 37 | 20 | 0 | 0 | 2 | 1 | 0 | 9 | 1 | 1 | 106 | 1,406 |
| 8:05 AM | 0 | 2 | 29 | 4 | 0 | 1 | 51 | 19 | 0 | 8 | 10 | 1 | 0 | 8 | 1 | 1 | 135 | |
| 8:10 AM | 0 | 3 | 30 | 4 | 0 | 1 | 55 | 23 | 0 | 3 | 1 | 0 | 0 | 1 | 1 | 1 | 123 | |
| 8:15 AM | 0 | 2 | 25 | 2 | 0 | 1 | 38 | 21 | 0 | 3 | 11 | 0 | 0 | 8 | 4 | 2 | 117 | |
| 8:20 AM | 0 | 3 | 23 | 6 | 0 | 1 | 56 | 20 | 0 | 7 | 7 | 0 | 0 | 2 | 1 | 0 | 126 | |
| 8:25 AM | 0 | 0 | 30 | 6 | 0 | 2 | 45 | 8 | 0 | 5 | 8 | 1 | 0 | 2 | 3 | 1 | 111 | |
| 8:30 AM | 0 | 1 | 34 | 2 | 0 | 0 | 40 | 12 | 0 | 5 | 10 | 1 | 0 | 8 | 0 | 0 | 113 | |
| 8:35 AM | 0 | 3 | 25 | 6 | 0 | 2 | 58 | 15 | 0 | 2 | 4 | 0 | 0 | 6 | 1 | 0 | 122 | |
| 8:40 AM | 0 | 2 | 33 | 2 | 0 | 0 | 55 | 21 | 0 | 7 | 2 | 1 | 0 | 11 | 3 | 0 | 137 | |
| 8:45 AM | 0 | 2 | 35 | 4 | 0 | 0 | 44 | 13 | 0 | 1 | 6 | 0 | 0 | 5 | 2 | 2 | 114 | |
| 8:50 AM | 0 | 4 | 24 | 2 | 0 | 1 | 43 | 9 | 0 | 4 | 1 | 1 | 0 | 4 | 1 | 1 | 95 | |
| 8:55 AM | 0 | 1 | 24 | 3 | 0 | 0 | 45 | 10 | 0 | 6 | 5 | 0 | 0 | 8 | 2 | 3 | 107 | |
| Count Total | 0 | 47 | 725 | 92 | 0 | 21 | 1,142 | 489 | 0 | 109 | 171 | 13 | 0 | 138 | 46 | 21 | 3,014 | |
| Peak Hour | 0 | 20 | 385 | 49 | 0 | 11 | 575 | 298 | 0 | 58 | 104 | 7 | 0 | 66 | 26 | 9 | 1,608 | |

Exhibit 39A, page 39 of 164 Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

| Interval | | Hea | ıvy Vehicles | | | Interval | | Bicycle | s on Road | way | | Interval | Ped | estrians/E | Bicycles on | Crosswal | k |
|-------------|-----|-----|--------------|-----|-------|-------------|-----|---------|-----------|-----|-------|-------------|-----|------------|-------------|----------|-------|
| Start Time | EB | NB | WB | SB | Total | Start Time | EB | NB | WB | SB | Total | Start Time | EB | NB | WB | SB | Total |
| 7:00 AM | 2 | 0 | - 8 | 0 | 10 | 7:00 AM | 0 | 0 | 0 | 0 | 0 | 7:00 AM | 0 | 0 | 0 | 0 | 0 |
| 7:05 AM | 1 | 0 | 7 | 0 | - 8 | 7:05 AM | 0 | 0 | 0 | 0 | 0 | 7:05 AM | 0 | 0 | 0 | 0 | 0 |
| 7:10 AM | 4 | 1 | 3 | 0 | 8 | 7:10 AM | 0 | 0 | 0 | - 1 | - 1 | 7:10 AM | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 5 | 0 | 7 | 0 | 12 | 7:15 AM | - 0 | 0 | 0 | 0 | 0 | 7:15 AM | 0 | 0 | 0 | 0 | 0 |
| 7:20 AM | 6 | 0 | 2 | 0 | 8 | 7:20 AM | 0 | 0 | 0 | 0 | 0 | 7:20 AM | 0 | 0 | 0 | 0 | 0 |
| 7.25 AM | - 6 | 0 | - 11 | 2 | 19 | 7:25 AM | - 0 | - 0 | - 0 | 0 | 0 | 7:25 AM | 0 | 0 | 0 | - 0 | 0 |
| 7:30 AM | 4 | 2 | 6 | - 1 | 13 | 7:30 AM | 0 | - 0 | - 0 | 0 | 0 | 7:30 AM | - 0 | - 0 | 0 | 0 | 0. |
| 7:35 AM | 10 | - 0 | - 3 | 0 | - 13 | 735 AM | 0 | 0 | 0 | 0 | 9 | 7:35 AM | 0 | - 0 | 0 | - 0 | -0 |
| 7:40 AM | 7 | 0 | 4 | 0 | 11 | 7:40 AM | 0 | 0 | 0 | 0 | 0 | 7:40 AM | - 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 6 | 1 | 6 | 0 | 13 | 7:45 AM | 0 | 0 | 0 | 0 | 0 | 7:45 AM | 0 | 0 | 0 | 0 | 0 |
| 7:50 AM | 3 | 0 | 7 | 0 | 10 | 7:50 AM | 0 | 0 | 0 | .0 | 0 | 7:50 AM | -0 | 0 | 0 | 0 | 0 |
| 7:55 AM | 1 | 0 | 6 | 0 | 7 | 7:55 AM | 0 | 0 | 0 | 0 | 0 | 7:55 AM | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 5 | 0 | 10 | 2 | 17 | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 8:00 AM | 0 | 0 | 0 | 0 | 0 |
| 8:05 AM | 1 | 1 | 4 | 0 | 6 | 8:05 AM | 0 | 0 | 0 | 0 | 0 | 8:05 AM | 0 | 0 | 0 | 0 | 0 |
| 8:10 AM | 3 | 0 | 7 | 1 | 11 | 8:10 AM | 0 | 0 | 0 | 0 | 0 | 8:10 AM | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 3 | 0 | 1 | 3 | 7 | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 8:15 AM | 0 | 0 | 0 | 0 | 0 |
| 8:20 AM | 5 | 0 | 6 | 0 | 11 | 8:20 AM | 0 | 0 | 0 | 0 | 0 | 8:20 AM | 0 | 0 | 0 | 0 | 0 |
| 8:25 AM | 2 | 0 | 7 | 1 | 10 | 8:25 AM | 0 | 0 | 0 | 0 | 0 | 8:25 AM | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 5 | 1 | 5 | 1 | 12 | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 8:30 AM | 0 | 0 | 0 | 0 | 0 |
| 8:35 AM | 6 | 0 | 13 | 1 | 20 | 8:35 AM | 0 | 0 | 0 | 0 | 0 | 8:35 AM | 0 | 0 | 0 | 0 | 0 |
| 8:40 AM | 7 | 2 | 4 | 1 | 14 | 8:40 AM | 0 | 0 | 0 | 0 | 0 | 8:40 AM | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 10 | 0 | 5 | 0 | 15 | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 8:45 AM | 0 | 0 | 0 | 0 | 0 |
| 8:50 AM | 5 | 0 | 9 | 0 | 14 | 8:50 AM | 0 | 0 | 0 | 0 | 0 | 8:50 AM | 0 | 0 | 0 | 0 | 0 |
| 8:55 AM | 6 | 0 | 2 | 1 | 9 | 8:55 AM | 0 | 0 | 0 | 0 | 0 | 8:55 AM | 0 | 0 | 0 | 0 | 0 |
| Count Total | 113 | 8 | 143 | 14 | 278 | Count Total | 0 | 0 | 0 | 1 | 1 | Count Total | 0 | 0 | 0 | 0 | 0 |
| Peak Hour | 55 | 4 | 70 | 3 | 132 | Peak Hour | 0 | 0 | 0 | 1 | 1 | Peak Hour | 0 | 0 | 0 | 0 | 0 |



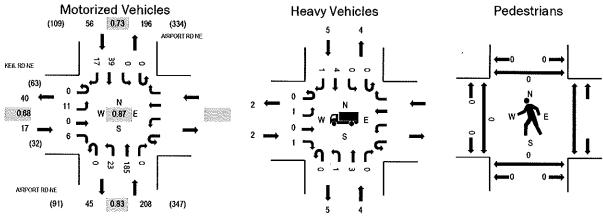


Location: 2 AIRPORT RD NE & KEIL RD NE AM

Date: Tuesday, September 19, 2023 Peak Hour: 07:00 AM - 08:00 AM

Peak 15-Minutes: 07:25 AM - 07:40 AM

Peak Hour



Note: Total study counts contained in parentheses.

| | HV% | PHF |
|-----|-------|------|
| EB | 11.8% | 0.68 |
| WB | | |
| NB | 1.9% | 0.83 |
| SB | 8.9% | 0.73 |
| All | 3.9% | 0.87 |

| Interval | | KEIL Eastb | RD NE | | | West | bound | | | | T RD NE | | | | T RD NE | | | Rolling |
|-------------|-------|---------------|-------|-------|--------|------|-------|-------|--------|------|---------|-------|--------|------|---------|-------|-------|---------|
| Start Time | U-Tum | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | Hour |
| 7:00 AM | 0 | 3 | 0 | 2 | | | | | 0 | - 1 | 14 | 0 | 0 | 0 | - 4 | 2 | 26 | 281 |
| 7:05 AM | 0 | 1 | 0 | 0 | | | | | 0 | 1 | 16 | 0 | 0 | 0 | 4 | 3 | 25 | 280 |
| 7:10 AM | 0 | 0 | 0 | 0 | | | | | 0 | 2 | 10 | 0 | - 0 | 0 | 1 | 1 | 14 | 276 |
| 7:15 AM | 0 | 0 | 0 | 0 | | | | | 0 | 4 | 25 | 0 | - 0 | 0 | 2 | 1 | 32 | 271 |
| 7:20 AM | 0 | 1 | 0 | 0 | | | | | 0 | - 1 | 11 | 0 | 0 | 0 | 3 | 0 | 16 | 264 |
| 7:25 AM | - 0 | - 1 | 0 | 0 | | | | | 0 | 1 | 21 | 0 | - 0 | 0 | - 5 | 2 | 30 | 270 |
| 7.30 AM | - 0 | - 4 | 0 | 0 | | | | | -0 | 3 | 14 | 0 | 0 | 0 | - 6 | 3 | 29 | 253 |
| 7:35 AM | - 0 | 1 | 0 | 2 | | | | | 0 | 3 | 13 | 0 | 0 | 0 | 2 | 1 | 22 | 250 |
| 7:40 AM | 0 | 0 | 0 | 2 | | | | | 0 | 0 | 25 | 0 | 0 | 0 | 2 | 1 | 30 | 243 |
| 7:45 AM | 0 | 0 | 0 | 0 | | | | | 0. | 2 | 9 | 0 | 0 | 0 | 4 | 1 | 16 | 224 |
| 7:50 AM | 0 | 2 | 0 | 0 | | | | | 0 | 2 | 16 | 0 | 0 | 0 | 3 | 1 | 24 | 221 |
| 7:55 AM | 0 | 1 | 0 | 0 | | | | | 0 | 3 | 11 | 0 | 0 | 0 | 1 | 1 | 17 | 210 |
| 8:00 AM | 0 | 2 | 0 | 2 | | | | | 0 | 2 | 15 | 0 | 0 | 0 | 2 | 2 | 25 | 207 |
| 8:05 AM | 0 | 1 | 0 | 1 | | | | | 0 | 0 | 13 | 0 | 0 | 0 | 4 | 2 | 21 | |
| 8:10 AM | 0 | 0 | 0 | 1 | | | | | 0 | 1 | 5 | 0 | 0 | 0 | 1 | 1 | 9 | |
| 8:15 AM | 0 | 1 | 0 | 0 | | | | | 0 | 1 | 16 | 0 | 0 | 0 | 5 | 2 | 25 | |
| 8:20 AM | 0 | 0 | 0 | 0 | | | | | 0 | 1 | 14 | 0 | 0 | 0 | 6 | 1 | 22 | |
| 8:25 AM | 0 | 1 | 0 | 0 | | | | | 0 | 1 | 9 | 0 | 0 | 0 | 2 | 0 | 13 | |
| 8:30 AM | 0 | 2 | 0 | 0 | | | | | 0 | 3 | 19 | 0 | 0 | 0 | 2 | 0 | 26 | |
| 8:35 AM | 0 | 1 | 0 | 0 | | | | | 0 | 0 | 10 | 0 | 0 | 0 | 4 | 0 | 15 | |
| 8:40 AM | 0 | 1 | 0 | 0 | | | | | 0 | 2 | 4 | 0 | 0 | 0 | 4 | 0 | 11 | |
| 8:45 AM | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 9 | 0 | 0 | 0 | 3 | 1 | 13 | |
| 8:50 AM | 0 | 2 | 0 | 0 | | | | | 0 | 0 | 7 | 0 | 0 | 0 | 3 | 1 | 13 | |
| 8:55 AM | 0 | 0 | 0 | 0 | | | | | 0 | 1 | 6 | 0 | 0 | 0 | 6 | 1 | 14 | |
| Count Total | 0 | 22 | 0 | 10 | | | ····· | | 0 | 35 | 312 | 0 | 0 | 0 | 81 | 28 | 488 | |
| Peak Hour | 0 | 11 | 0 | 6 | | | | | 0 | 23 | 185 | 0 | 0 | 0 | 39 | 17 | 281 | |

Exhibit 39A, page 41 of 164
Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

| Interval | | Hea | vy Vehicles | | - | Interval | | Bicycle | s on Roa | idway | Inter | val | Pede | estrians/Bi | icycles o | n Crosswall | k |
|-------------|-----|-----|-------------|----|-------|-------------|----|---------|----------|-------|--------------|-------|------|-------------|-----------|-------------|-------|
| Start Time | EB | NB | WB S | В | Total | Start Time | EB | NB | WB | SB To | otal Start T | ime | E8 | NB | W8 | SB | Tolal |
| 7:00 AM | 0 | 0 | | 1 | 1 | 7:00 AM | 0 | 0 | | 0 | 0 7:00 | AM | 0 | 0 | | 0 | 0 |
| 7:05 AM | 0 | 0 | | 0 | 0 | 7:05 AM | 0 | 0 | | 0 | 0 7:05 | AM | 0 | 0 | | 0 | 0 |
| 7:10 AM | 0 | 1 | | 0 | - 1 | 7:10 AM | 0 | 0 | | 0 | 0 7:10 | AM | 0 | 0 | | 0 | 0 |
| 7:15 AM | - 0 | 0 | | 1 | - 1 | 7:15 AM | 0 | 0 | | - 1 | 1 7:15 | AM | 0 | 0 | | 0 | 0 |
| 7:20 AM | 0 | 0 | | 0 | 0 | 7:20 AM | 0 | 0 | | 0 | 0 7:20 | AM | 0 | 0 | | 0 | 0 |
| 7 25 AM | 0 | 1 | | 2 | 3 | 7/25 AM | 0 | 0 | | 0 | 0 7:25 | AW | 0 | - 0 | | - 0 | 0 |
| 7.30 AM | - 1 | 1 | | -1 | 3 | 7.30 AM | 0 | θ | | - 0 | 0 7:30 | AM | 0 | 0 | | 0 | 0 |
| 7:35 AM | - 1 | 0 | | 0 | × 4 | 7:05 AM | 0 | -0 | | . 0 | 9 7:35 | AM | 0 | 0 | | 0. | 0 |
| 7:40 AM | 0 | 0 | | 0 | 0 | 7:40 AM | 0 | 0 | | 0 | 0 7:40 | AM | 0 | 0 | | 0 | 0 |
| 7:45 AM | 0 | 0 | | 0 | 0 | 7:45 AM | 0 | 0 | | 0 | 0 7:45 | AM | 0 | 0 | | 0 | 0 |
| 7:50 AM | 0 | 0 | | 0 | 0 | 7:50 AM | 0 | 0 | | 0 | 0 7:50 | AM | 0 | 0 | | 0 | 0 |
| 7:55 AM | 0 | - 1 | | 0 | - 1 | 7:55 AM | 0 | 0 | | 0 | 0 7:55 | AM | 0 | 0 | | 0 | 0 |
| 8:00 AM | 0 | 1 | | 0 | 1 | 8:00 AM | 0 | 0 | | 0 | 0 8:00 | AM | 0 | 0 | | 0 | 0 |
| 8:05 AM | 0 | 0 | | 1 | 1 | 8:05 AM | 0 | 0 | | 0 | 0 8:05 | AM | 0 | 0 | | 0 | 0 |
| 8:10 AM | 1 | 0 | | 0 | 1 | 8:10 AM | 0 | 0 | | 0 | 0 8:10 | AM | 0 | 0 | | 0 | 0 |
| 8:15 AM | 0 | 1 | | 0 | 1 | 8:15 AM | 0 | 0 | | 0 | 0 8:15 | AM | 0 | 0 | | 0 | 0 |
| 8:20 AM | 0 | 0 | | 2 | 2 | 8:20 AM | 0 | 0 | | 0 | 0 8:20 | AM | 0 | 0 | | 0 | 0 |
| 8:25 AM | 0 | 2 | | 0 | 2 | 8:25 AM | 0 | 0 | | 0 | 0 8:25 | AM | 1 | 0 | | 0 | 1 |
| 8:30 AM | 1 | 1 | | 0 | 2 | 8:30 AM | 0 | 0 | | 0 | 0 8:30 | AM | 0 | 0 | | 0 | 0 |
| 8:35 AM | 0 | 0 | | 0 | 0 | 8:35 AM | 0 | 0 | | 0 | 0 8:35 | AM | 0 | 0 | | 0 | 0 |
| 8:40 AM | 0 | 0 | | 0 | 0 | 8:40 AM | 0 | 0 | | 0 | 0 8:40 | AM | 0 | 0 | | 0 | 0 |
| 8:45 AM | 0 | 0 | | 0 | 0 | 8:45 AM | 0 | 0 | | 0 | 0 8:45 | AM | 0 | 0 | | 0 | 0 |
| 8:50 AM | 1 | 0 | | 0 | 1 | 8:50 AM | 0 | 0 | | 0 | 0 8:50 | ΑM | 0 | 0 | | 0 | 0 |
| 8:55 AM | 0 | 0 | | 1 | 1 | 8:55 AM | 0 | 0 | | 0 | 0 8:55 | AM | 0 | 0 | | 0 | 0 |
| Count Total | 5 | 9 | | 9 | 23 | Count Total | 0 | 0 | | 1 | 1 Count | Total | 1 | 0 | | 0 | 1 |
| Peak Hour | 2 | 4 | | 5 | 11 | Peak Hour | 0 | 0 | | 1 | 1 Peak | Hour | 0 | 0 | | 0 | 0 |

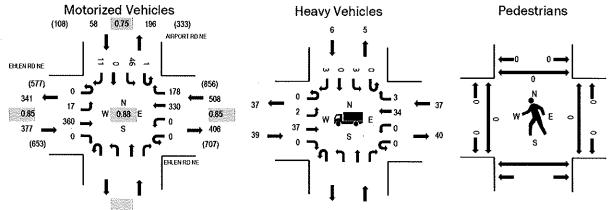


Exhibit 39A, page 42 of 164 Location: 3 AIRPORT RD NE & EHLEN RD NE AM

Date: Tuesday, September 19, 2023 Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:25 AM - 07:40 AM

Peak Hour



Note: Total study counts contained in parentheses.

| | HV% | PHF |
|-----|-------|------|
| EB | 10.3% | 0.85 |
| WB | 7.3% | 0.85 |
| NB | | |
| SB | 10.3% | 0.75 |
| All | 8.7% | 0.88 |

| Interval Start Time | U-Turn | | RD NE ound Thru | Right | U-Turn | | RD NE | Right | U-Turn | North Left | bound_ | Right | U-Turn | | T RD NE bound Thru | | Talal | Rolling Hour |
|------------------------|---------|--------|-----------------------|----------|--------|---|----------|----------|---------|---------------|--------|--------|--------|---------------------|--------------------------|-------|-------|-----------------|
| 7:00 AM | 0-14111 | 1 | 32 | <u>~</u> | | | | <u>×</u> | 0-10111 | Len | 11810 | Nigiti | | | | Right | Total | |
| 7:05 AM | - | | | 0 | 0 | 0 | 21 | 11 | | | | | 0 | 7 | 0 | 0 | 72 | 905 |
| | 0 | 0 | 21 | 0 | 0 | 0 | 19 | 23 | | | | | 0 | 4 | 0 | 0 | 67 | 922 |
| 7:10 AM | 0 | 3 | 19 | 0 | 0 | 0 | 5 | 3 | | 949350350E | | | 0 |] ************** | 0 | l | 32 | 906 |
| 7:15 AM 7:20 AM | 0 | 0 | 32 | 0 | 0 | 0 | 41 | 26 | | | | | 0 | 3 | 0 | 1 | 103 | 943 |
| 7:20 AM | 0 0 | 1 4 | 22 36 | 0 | 0 0 | 0 | 26 | 15 | | | | | 0 | 2 | 0 | 3 | 69 | 894 |
| | | | | 0 | | | 26 | 14 | | | | | 0 | 3 | 0 | 1 | 86 | 880 |
| 7:30 AM 7:35 AM | 0 | 2 | 39 | 0 | 0 | 0 | 34 | - 11 | | | | | 0 | 8 | 0 | 1 | 95 | 862 |
| Barrier and the second | - 0 | 1 | 26 | 0 | 1) | 0 | 35 47 | 19 | | | | | 0 | 5 | 0 | 1 | 87 | 820 |
| 7:40 AM | 0 | 5 | 29 | 0 | 0 | 0 | 17 | 21 | | | | | 0 | 3 | 0 | 2 | 77 | 781 |
| 7:45 AM | 0 | 0 | 33 | 0 | 0 | 0 | 30 | 8 | | | | | 0 | 6 | 0 | 0 | 77 | 780 |
| 7:50 AM | 0 | 2 | 44 | 0 | 0 | 0 | 17 | 13 | | | | | 0 | 3 | 0 | 0 | 79 | 749 |
| 7:55 AM | 0 | 0 | 32 | 0 | 0 | 0 | 15 | 12 | | | | | 0 | 2 | - 0 | 0 | 61 | 720 |
| 8:00 AM | 0 | 0 | 28 | 0 | 0 | 0 | 33 | 21 | | | | | 1 | 5 | 0 | 1 | 89 | 712 |
| 8:05 AM | 0 | 1 | 14 | 0 | 0 | 0 | 23 | 8 | | | | | 0 | 4 | 0 | 1 | 51 | |
| 8:10 AM | 0 | 1 | 25 | 0 | 0 | 0 | 31 | 10 | | | | | 0 | 2 | 0 | 0 | 69 | |
| 8:15 AM | 0 | 1 | 19 | 0 | 0 | 0 | 18 | 12 | | | | | 0 | 4 | 0 | 0 | 54 | |
| 8:20 AM | 0 | 1 | 15 | 0 | 0 | 0 | 16 | 16 | | | | | 0 | 5 | 0 | 2 | 55 | |
| 8:25 AM | 0 | 4 | 33 | 0 | 0 | 0 | 14 | 14 | | | | | 0 | 2 | 0 | 1 | 68 | |
| 8:30 AM | 0 | 1 | 10 | 0 | 0 | 0 | 28 | 11 | | | | | 0 | 2 | 0 | 1 | 53 | |
| 8:35 AM | 0 | 0 | 23 | 0 | 0 | 0 | 16 | 6 | | | | | 0 | 2 | 0 | 1 | 48 | |
| 8:40 AM | 0 | 4 | 25 | 0 | 0 | 0 | 33 | 8 | | | | | 0 | 6 | 0 | 0 | 76 | |
| 8:45 AM | 0 | 0 | 20 | 0 | 0 | 0 | 22 | 3 | | | | | 0 | 0 | 0 | 1 | 46 | |
| 8:50 AM | 0 | 0 | 25 | 0 | 0 | 0 | 13 | 7 | | | | | 0 | 4 | 0 | 1 | 50 | |
| 8:55 AM | 0 | 1 | 18 | 0 | 0 | 0 | 22 | 7 | | | | | 0 | 4 | 0 | 1 | 53 | |
| Count Total | 0 | 33 | 620 | 0 | 0 | 0 | 557 | 299 | | | | | 1 | 87 | 0 | 20 | 1,617 | _ |
| Peak Hour | 0 | 17 | 360 | 0 | 0 | 0 | 330 | 178 | | | | | 1 | 46 | 0 | 11 | 943 | |

Exhibit 39A, page 43 of 164 Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

| Interval | | He | avy Vehicle | ·S | | Interval | | Bicycl | es on Road | way | | Interval | Pedestria | ns/Bicycles or | Crosswa | lk |
|-------------|-----|----|----------------|-----|-------|-------------|----|--------|------------|-----|-------|-------------|-----------|----------------|---------|-------|
| Start Time | EB | NB | WB | SB | Total | Start Time | EB | NB | WB | SB | Total | Start Time | EB NB | WB | SB | Total |
| 7:00 AM | 6 | | 3 | 1 | 10 | 7:00 AM | 0 | | 0 | 0 | 0 | 7:00 AM | 0 | 0 | 0 | 0 |
| 7:05 AM | 1 | | 1 | 0 | 2 | 7:05 AM | 0 | | 0 | 0 | 0 | 7:05 AM | 0 | 0 | 0 | 0 |
| 7:10 AM | 3 | | 2 | 0 | 5 | 7:10 AM | 0 | | 0 | 0 | 0 | 7:10 AM | 0 | 0 | 0 | 0 |
| 7:15 AM | 5 | | 1 | 0 | 6 | 7:15 AM | 0 | | 0 | 0 | 0 | 7:15 AM | 0 | 0 | 0 | 0 |
| 7:20 AM | 2 | | 4 | 0 | 6 | 7:20 AM | 0 | | 0 | 0 | 0 | 7:20 AM | 0 | - 0 | 0 | 0 |
| 7.25 AM | 6 | | 3 | 0 | 9 | 7:25 AM | 0 | | 0 | - 0 | 0 | 7:25 AM | 0 | 0 | 0 | 0 |
| 7:30 AM | 3 | | * / 1 = | 2 | 6 | 7:39 AM | 0 | | 0 | 0 | 0 | 7.30 AM | 0 | 0 | . 0 | - 0 |
| 7:35 AM | - 1 | | 3 | 2 | 6 | 7:35 AM | 0 | | - 0 | 0 | 0 | 7:35 AM | 0 | - 0 | 0 | Ð |
| 7:40 AM | 2 | | 1 | 0 | 3 | 7:40 AM | 0 | | 0 | 0 | 0 | 7:40 AM | 0 | 0 | 0 | 0 |
| 7:45 AM | 3 | | 5 | 0 | - 8 | 7:45 AM | 0 | | . 0 | 0 | 0 | 7:45 AM | 0 | 0 | 0 | 0 |
| 7:50 AM | - 5 | | 3 | 0 | - 8 | 7:50 AM | 0 | | 0 | 0 | 0 | 7:50 AM | 0 | 0 | 0 | 0 |
| 7:55 AM | 4 | | 4 | 0 | 8 | 7:55 AM | 0 | | 0 | 0 | 0 | 7:55 AM | 0 | 0 | 0 | 0 |
| 8:00 AM | 2 | | 3 | 0 | 5 | 8:00 AM | 0 | | 0 | 0 | 0 | 8:00 AM | 0 | 0 | 0 | 0 |
| 8:05 AM | 3 | | 4 | . 1 | 8 | 8:05 AM | 0 | | 0 | 0 | 0 | 8:05 AM | 0 | 0 | 0 | 0 |
| 8:10 AM | 3 | | 5 | - 1 | 9 | 8:10 AM | 0 | | 0 | 0 | 0 | 8:10 AM | 0 | 0 | 0 | 0 |
| 8:15 AM | 3 | | 3 | 0 | 6 | 8:15 AM | 0 | | 0 | 0 | 0 | 8:15 AM | 0 | 0 | 0 | 0 |
| 8:20 AM | 2 | | 3 | 2 | 7 | 8:20 AM | 0 | | 0 | 0 | 0 | 8:20 AM | 0 | 0 | 0 | 0 |
| 8:25 AM | 2 | | 2 | 0 | 4 | 8:25 AM | 0 | | 0 | 0 | 0 | 8:25 AM | 0 | 0 | 0 | 0 |
| 8:30 AM | 1 | | 3 | 0 | 4 | 8:30 AM | 0 | | 0 | 0 | 0 | 8:30 AM | 0 | 0 | 0 | 0 |
| 8:35 AM | 5 | | 0 | 0 | 5 | 8:35 AM | 0 | | 0 | 0 | 0 | 8:35 AM | 0 . | 0 | 0 | 0 |
| 8:40 AM | 5 | | 4 | 0 | 9 | 8:40 AM | 0 | | 0 | 0 | 0 | 8:40 AM | 0 | 0 | 0 | 0 |
| 8:45 AM | 3 | | 2 | í | 6 | 8:45 AM | 0 | | 0 | 0 | 0 | 8:45 AM | 0 | 0 | 0 | 0 |
| 8:50 AM | 3 | | 1 | 0 | 4 | 8:50 AM | 0 | | 0 | 0 | 0 | 8:50 AM | 0 | 0 | 0 | 0 |
| 8:55 AM | 6 | | 4 | 1 | 11 | 8:55 AM | 0 | | 0 | 0 | 0 | 8:55 AM | 0 | 0 | 0 | 0 |
| Count Total | 79 | | 65 | 11 | 155 | Count Total | 0 | | 0 | 0 | 0 | Count Total | 0 | 0 | 0 | 0 |
| Peak Hour | 39 | | 37 | 6 | 82 | Peak Hour | 0 | | 0 | 0 | 0 | Peak Hour | 0 | 0 | 0 | 0 |

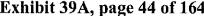


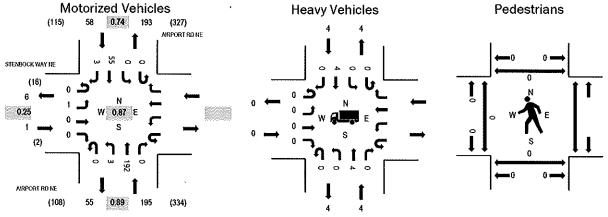


Exhibit 39A, page 44 of 164 Location: 4 AIRPORT RD NE & STENBOCK WAY NE AM

Date: Tuesday, September 19, 2023 Peak Hour: 07:00 AM - 08:00 AM

Peak 15-Minutes: 07:25 AM - 07:40 AM

Peak Hour



Note: Total study counts contained in parentheses.

| | HV% | PHF |
|-----|------|------|
| EB | 0.0% | 0.25 |
| WB | | |
| NB | 2.1% | 0.89 |
| SB | 6.9% | 0.74 |
| ΑŧΙ | 3.1% | 0.87 |

| | S | | CK WAY | NE | | | | | | | T RD NE | | | | RT RD NE | | | |
|-------------|-------|------|--------|-------|--------|------|--------|-------|--------|------|---------|-------|--------|------|----------|-------|-------|---------|
| Interval | | | oound | | | | tbound | | | | bound | | | | hbound | | | Rolling |
| Start Time | U-Tum | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | Hour |
| 7:00 AM | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 16 | 0 | 0 | 0 | 7 | 0 | 23 | 254 |
| 7:05 AM | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 17 | 0 | 0 | 0 | 8 | 0 | 25 | 247 |
| 7:10 AM | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 11 | 245 |
| 7:15 AM | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 21 | 0 | 0 | 0 | 2 | 1 | 24 | 243 |
| 7:20 AM | 0 | 1 | 0 | 0 | | | | | 0 | 0 | 13 | 0 | 0 | 0 | 3 | 0 | 17 | 240 |
| 7:25 AM | .0 | 0 | - 0 | 0 | | | | | 0 | 0 | 21 | 0 | 0 | 0 | 9 | 0 | 90 | 246 |
| 7:30 AM | - 0 | - 0 | 0 | 0 | | | | | - 0 | 0 | 16 | -0 | 0 | 0 | 8 | 0 | 24 | 231 |
| 7:35 AM | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 15 | - 0 | 0 | 0 | 4 | 0 | 19 | 230 |
| 7:40 AM | 0 | 0 | 0 | 0 | | | | | 0 | 3 | 16 | 0 | 0 | 0 | 4 | 0 | 23 | 229 |
| 7:45 AM | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 17 | 0 | 0 | Ð | 5 | - 1 | 23 | 216 |
| 7:50 AM | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 18 | 0 | 0 | 0 | 3 | 0 | 21 | 207 |
| 7:55 AM | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 11 | 0 | 0 | 0 | 2 | 1 | 14 | 193 |
| 8:00 AM | 0 | 0 | 0 | 0 | | | | | 0 | 1 | 12 | 0 | 0 | 0 | 3 | 0 | 16 | 197 |
| 8:05 AM | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 17 | 0 | 0 | 0 | 6 | 0 | 23 | |
| 8:10 AM | 0 | 0 | 0 | 0 | | | | | 0 | 2 | 4 | 0 | 0 | 0 | 3 | 0 | 9 | |
| 8:15 AM | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 15 | 0 | 0 | 0 | 6 | 0 | 21 | |
| 8:20 AM | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 15 | 0 | 0 | 0 | 6 | 1 | 22 | |
| 8:25 AM | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 11 | 0 | 0 | 0 | 3 | 2 | 16 | |
| 8:30 AM | 0 | 0 | 0 | 0 | | | | | 0 | 2 | 19 | 0 | 0 | 0 | 2 | 0 | 23 | |
| 8:35 AM | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 12 | 0 | 0 | 0 | 6 | 0 | 18 | |
| 8:40 AM | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 5 | 0 | 0 | 0 | 3 | 2 | 10 | |
| 8:45 AM | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 9 | 0 | 0 | 0 | 5 | 0 | 14 | |
| 8:50 AM | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 4 | 0 | 0 | 0 | 3 | 0 | 7 | |
| 8:55 AM | 0 | 0 | 0 | į | | | | | 0 | 0 | 11 | 0 | 0 | 0 | 6 | 0 | 18 | _ |
| Count Total | 0 | 1 | 0 | 1 | | | | | 0 | 8 | 326 | 0 | 0 | 0 | 107 | 8 | 451 | |
| Peak Hour | o ` | 1 | 0 | 0 | | | | | 0 | 3 | 192 | 0 | 0 | 0 | 55 | 3 | 254 | |
| | | | ~~~~ | | | | | | | | | | | | | | | - |

Exhibit 39A, page 45 of 164 Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

| Interval | | Hea | vy Vehicle | ıs | | Interval | | Bicycle | s on Roa | dway | | Interval | Ped | lestrians/B | icycles o | n Crosswall | <u> </u> |
|-------------|----|-----|------------|-----|-------|-------------|-----|---------|----------|------|-------|-------------|-----|-------------|-----------|-------------|----------|
| Start Time | EB | NB | WB | SB | Tolal | Start Time | EB | NB | WB | SB | Total | Start Time | EB | NB | W8 | SB | Total |
| 7:00 AM | 0 | 0 | | 0 | 0 | 7:00 AM | - 0 | 0 | | 0 | 0 | 7:00 AM | 0 | 0 | | 0 | 0 |
| 7:05 AM | 0 | 0 | | 0 | 0 | 7:05 AM | 0 | - 0 | | 0 | 0 | 7:05 AM | 0 | 0 | | 0 | 0 |
| 7:10 AM | 0 | - 1 | | 0 | - 1 | 7:10 AM | 0 | 0 | | 1 | 1 | 7:10 AM | 0 | 0 | | 0 | 0 |
| 7:15 AM | 0 | 0 | | - 1 | 1 | 7:15 AM | 0 | 0 | | 0 | 0 | 7:15 AM | 0 | 0 | | 0 | 0 |
| 7:20 AM | 0 | 0 | | 0 | 0 | 7:20 AM | 0 | 0 | | 0 | 0 | 7:20 AM | 0 | 0 | | 0 | 0 |
| 7:25 AM | 0. | . 0 | | 2 | 2 | 7/25 AM | 0 | .0 | | 0 | 0 | 7.25 AM | 0 | 0 | | 0 | |
| 7:30 AM | 0 | 2 | | 0 | 2 | 7.30 AM | 0 | - 0 | | - 0 | 0 | 7:30 AM | 0 | A A | | 0. | 0 |
| 7:35 AM | 0 | 0 | | - 1 | 1 | 7:35 AM | 0 | 0 | | 0 | | 7/35 AM | 0 | - 0 | | 0 | 0 |
| 7:40 AM | 0 | 0 | | 0 | 0 | 7:40 AM | 0 | 0 | | 0 | 0 | 7:40 AM | 0 | 0 | | 0 | 0 |
| 7:45 AM | 0 | 1 | | 0 | - 1 | 7:45 AM | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 |
| 7:50 AM | 0 | 0 | | 0 | 0 | 7:50 AM | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 |
| 7:55 AM | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 |
| 8:00 AM | 0 | 1 | | 0 | 1 | 8:00 AM | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 |
| 8:05 AM | 0 | 0 | | 1 | 1 | 8:05 AM | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 |
| 8:10 AM | 0 | 0 | | 0 | 0 | 8:10 AM | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 |
| 8:15 AM | 0 | 0 | | 0 | 0 | 8:15 AM | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 |
| 8:20 AM | 0 | 0 | | 1 | 1 | 8:20 AM | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 |
| 8:25 AM | 0 | 2 | | 0 | 2 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 |
| 8:30 AM | 0 | 1 | | 1 | 2 | 8:30 AM | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 |
| 8:35 AM | 0 | 1 | | i | 2 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 |
| 8:40 AM | 0 | 0 | | 0 | 0 | 8:40 AM | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 |
| 8:45 AM | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 |
| 8:50 AM | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 |
| 8:55 AM | 0 | 1 | | 1 | 2 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 |
| Count Total | 0 | 10 | | 9 | 19 | Count Total | 0 | 0 | | 1 | 1 | Count Total | 0 | 0 | | 0 | 0 |
| Peak Hour | 0 | 4 | | 4 | 8 | Peak Hour | 0- | 0 | | 1 | í | Peak Hour | 0 | 0 | | 0 | 0 |

Exhibit 39A, page 46 of 164

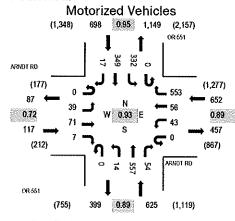


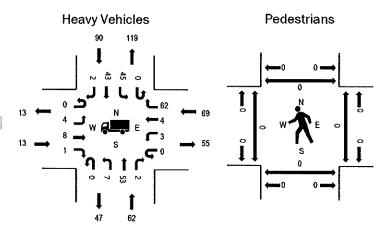
(303) 216-2439 www.alltrafficdata.net Location: 5 OR-551 & ARNDT RD AM Date: Tuesday, September 19, 2023

Peak Hour: 07:00 AM - 08:00 AM

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

Peak Hour





Note: Total study counts contained in parentheses.

| | HV% | PHF |
|----|-------|------|
| EB | 11.1% | 0.72 |
| WB | 10.6% | 0.89 |
| NB | 9.9% | 0.89 |
| SB | 12.9% | 0.95 |
| Αŧ | 11.2% | 0.93 |

| Interval | | ARN Eastl | DT RD | | | West | DT RD bound | | *************************************** | North | -551 abound | | ~~~ | South | -551 hbound | | | Rolling |
|-------------|-------|--------------|-------|-------|--------|------|----------------|-------|---|-------|----------------|-------|--------|-------|----------------|-------|-------|---------|
| Start Time | U-Tum | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | Hour |
| 7:00 AM | 0 | 1 | 4 | 1 | 0 | 7 | 6 | 56 | 0 | 1 | 28 | 3 | 0 | 25 | 28 | 3 | 163 | 2,092 |
| 7:05 AM | 0 | 2 | 2 | 0 | 0 | 2 | 3 | 58 | 0 | 2 | 47 | 5 | 0 | 26 | 35 | 1 | 183 | 2,077 |
| 7:10 AM | 0 | 1 | 4 | 1 | 0 | 2 | 4 | 45 | 0 | 1 | 60 | 1 | 0 | 14 | 29 | 2 | 164 | 2,064 |
| 7:15 AM | 0 | - 1 | 9 | 0 | 0 | 3 | 4 | 44 | - 0 | 1 | 52 | 8 | - 0 | 26 | 30 | 2 | 175 | 2,066 |
| 7:20 AM | 0_ | - 5 | 1 | - 1 | 0 | 3 | 4 | 54 | 0 | 0 | - 55 | 3 | 0 | 40 | 36 | - 0 | 202 | 2,040 |
| 7.25 AM | 0 | 4 | 8 | 1 | 0 | 4 | - 5 | 48 | 0 | 3 | 54 | 5 | 0 | 29 | 22 | 3 | 186 | 2,010 |
| 7:30 AM | 0 | 3 | 13 | 1 | 0 | 6 | 7 | 50 | 0 | 1 | 38 | 5 | 0 | 24 | 27 | 0 | 175 | 1,969 |
| 7:35 AM | 0 | 4 | 7 | 2 | 0 | 4 | 3 | 48 | 0 | 0 | 33 | 2 | 0 | 34 | 26 | 0 | 163 | 1,927 |
| 7:40 AM | 0 | 0 | 6 | 0 | 0 | 1 | 7 | 44 | 0 | 1 | 59 | 5 | 0 | 34 | 26 | 1 | 184 | 1,893 |
| 7:45 AM | 0 | 5 | 9 | 0 | 0 | 4 | 3 | 44 | 0 | 3 | 52 | 8 | 0 | 25 | 32 | 1 | 186 | 1,883 |
| 7:50 AM | 0 | 6 | 5 | 0 | 0 | 4 | 3 | 29 | 0 | 1 | 41 | 6 | 0 | 29 | 29 | 2 | 155 | 1,870 |
| 7:55 AM | 0 | 7 | 3 | 0 | 0 | 3 | 7 | 33 | 0 | 0 | 38 | 8 | 0 | 26 | 29 | 2 | 156 | 1,869 |
| 8:00 AM | 0 | 2 | 2 | 0 | 0 | 5 | 5 | 33 | 0 | 0 | 31 | 4 | 0 | 33 | 30 | 3 | 148 | 1,864 |
| 8:05 AM | 0 | 2 | 3 | 0 | 0 | 5 | 1 | 49 | 0 | 2 | 50 | 4 | 0 | 20 | 32 | 2 | 170 | |
| 8:10 AM | 0 | 5 | 4 | 1 | 0 | 6 | 3 | 46 | 0 | 3 | 35 | 2 | 0 | 33 | 26 | 2 | 166 | |
| 8:15 AM | 0 | 4 | 8 | 0 | 0 | 6 | 4 | 41 | 0 | 1 | 35 | 2 | 0 | 22 | 24 | 2 | 149 | |
| 8:20 AM | 0 | 2 | 5 | 2 | 0 | 5 | 2 | 51 | 0 | 1 | 43 | 5 | 0 | 24 | 30 | 2 | 172 | |
| 8:25 AM | 0 | 5 | 4 | 1 | 0 | 2 | 3 | 41 | 0 | 0 | 32 | 2 | 0 | 27 | 25 | 3 | 145 | |
| 8:30 AM | 0 | 5 | 3 | 1 | 0 | 3 | 6 | 45 | 0 | 0 | 16 | 4 | 0 | 34 | 13 | 3 | 133 | |
| 8:35 AM | 0 | 3 | 2 | 0 | 0 | 2 | 4 | 49 | 0 | 0 | 18 | 1 | 0 | 26 | 21 | 3 | 129 | |
| 8:40 AM | 0 | 2 | 3 | 4 | 0 | 1 | 2 | 52 | 0 | 0 | 44 | 3 | 0 | 32 | 23 | 8 | 174 | |
| 8:45 AM | 0 | 1 | 4 | 2 | 0 | 4 | 6 | 40 | 0 | 1 | 48 | 4 | 0 | 32 | 29 | 2 | 173 | |
| 8:50 AM | 0 | 1 | 4 | 1 | 0 | 8 | 2 | 40 | 0 | 0 | 55 | 6 | 0 | 20 | 15 | 2 | 154 | |
| 8:55 AM | 0 | 3 | 6 | 0 | 0 | 2 | 7 | 44 | 0 | 2 | 35 | 5 | 0 | 17 | 27 | 3 | 151 | |
| Count Total | 0 | 74 | 119 | 19 | 0 | 92 | 101 | 1,084 | 0 | 24 | 999 | 96 | 0 | 652 | 644 | 52 | 3,956 | _ |
| Peak Hour | 0 | 39 | 71 | 7 | 0 | 43 | 56 | 553 | 0 | 14 | 557 | 54 | 0 | 332 | 349 | 17 | 2,092 | - |

Exhibit 39A, page 47 of 164 Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

| Interval | | Hea | vy Vehicle | s | | Interval | | Bicycle | s on Road | way | | Interval | Ped | estrians/B | icycles on | Crosswa | lk |
|-------------|-----|-----|------------|-----|-------|-------------|-----|---------|-----------|-----|-------|-------------|-----|------------|------------|---------|-------|
| Start Time | E8 | NB | WB | SB | Total | Start Time | EB | NB | WB | SB | Total | Start Time | EB | NB | WB | SB | Total |
| 7:00 AM | 0 | 4 | - 8 | 3 | 15 | 7:00 AM | 0 | 0 | 0 | 0 | 0 | 7:00 AM | 0 | 0 | 0 | 0 | 0 |
| 7:05 AM | 0 | 5 | 6 | 5 | 16 | 7:05 AM | 0 | 0 | 0 | 0 | 0 | 7:05 AM | 0 | 0 | 0 | 0 | 0 |
| 7:10 AM | - 0 | 7 | 4 | - 4 | 15 | 7:10 AM | 0 | - 0 | 0 | 0 | 0 | 7:10 AM | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 2 | - 5 | 7 | 5 | 19 | 7.15 AM | 0 | 0 | 0 | 0 | 0 | 715 AM | - 0 | 0 | 9 | Ð | 0 |
| 7:20 AM | 0. | 4 | 2 | 11 | 17 | 7:20 AM | - 0 | - 0 | - 0 | 0 | 0 | 7.20 AM | 0 | 0 | 0. | 0 | 0 |
| 7:25 AM | 2 | 7 | - 11 | 5 | 25 | 7:25 AM | 0 | θ | - 0 | 0 | 0 | 7:25 AM | 0 | - 0 | - 0 | 0 | - 0 |
| 7:30 AM | - 1 | 6 | 7 | 13 | 27 | 7:30 AM | 0 | 0 | 0 | 0 | 0 | 7:30 AM | . 0 | 0 | 0 | 0 | 0 |
| 7:35 AM | 2 | 3 | 5 | 11 | 21 | 7:35 AM | 0 | 0 | 0 | 0 | 0 | 7:35 AM | - 0 | 0 | 0 | 0 | 0 |
| 7:40 AM | 2 | 7 | 4 | 11 | 24 | 7:40 AM | 0 | 0 | 0 | 0 | 0 | 7:40 AM | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 1 | 4 | 6 | - 8 | 19 | 7:45 AM | 0 | 0 | 0 | 0 | 0 | 7:45 AM | 0 | 0 | 0 | 0 | 0 |
| 7:50 AM | 1 | - 5 | 3 | 8 | 17 | 7:50 AM | 0 | 0 | 0 | 0 | 0 | 7:50 AM | 0 | 0 | 0 | 0 | 0 |
| 7:55 AM | 2 | - 5 | 6 | 6 | 19 | 7:55 AM | 0 | 0 | 0 | 0 | 0 | 7:55 AM | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 2 | . 9 | 6 | 17 | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 8:00 AM | 0 | 0 | 0 | 0 | 0 |
| 8:05 AM | 1 | 6 | ´ 4 | 12 | 23 | 8:05 AM | 0 | 0 | 0 | 0 | 0 | 8:05 AM | 0 | 0 | 0 | 0 | 0 |
| 8:10 AM | 3 | 4 | 7 | 5 | 19 | 8:10 AM | 0 | 0 | 0 | 0 | 0 | 8:10 AM | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 5 | 4 | 5 | 6 | 20 | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 8:15 AM | 0 | 0 | 0 | 0 | 0 |
| 8:20 AM | 3 | 2 | 5 | 7 | 17 | 8:20 AM | 0 | 0 | 0 | 0 | 0 | 8:20 AM | 0 | 0 | 0 | 0 | 0 |
| 8:25 AM | 1 | 5 | 4 | 7 | 17 | 8:25 AM | 0 | 0 | 0 | 0 | 0 | 8:25 AM | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 4 | 4 | 8 | 6 | 22 | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 8:30 AM | 0 | 0 | 0 | 0 | 0 |
| 8:35 AM | 0 | 4 | 12 | 9 | 25 | 8:35 AM | 0 | 0 | 0 | 0 | 0 | 8:35 AM | 0 | 0 | 0 | 0 | 0 |
| 8:40 AM | 3 | 5 | 6 | 11 | 25 | 8:40 AM | 0 | 0 | 0 | 0 | 0 | 8:40 AM | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 2 | 4 | 5 | 14 | 25 | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 8:45 AM | 0 | 0 | 0 | 0 | 0 |
| 8:50 AM | 1 | 6 | 7 | 5 | 19 | 8:50 AM | 0 | 0 | . 0 | 0 | 0 | 8:50 AM | 0 | 0 | 0 | 0 | 0 |
| 8:55 AM | 1 | 4 | 4 | 12 | 21 | 8:55 AM | 0 | 0 | 0 | 0 | 0 | 8:55 AM | 0 | 0 | 0 | 0 | 0 |
| Count Total | 37 | 112 | 145 | 190 | 484 | Count Total | 0 | 0 | 0 | 0 | 0 | Count Total | 0 | 0 | 0 | 0 | 0 |
| Peak Hour | 13 | 62 | 69 | 90 | 234 | Peak Hour | 0 | 0 | 0 | 0 | 0 | Peak Hour | 0 | 0 | 0 | 0 | 0 |

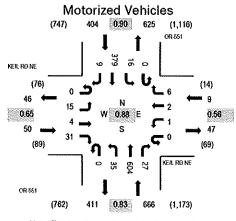
Exhibit 39A, page 48 of 164

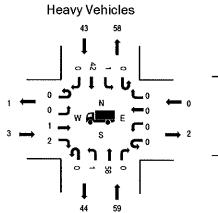


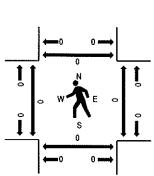
(303) 216-2439 www.alltrafficdata.net Location: 6 OR-551 & KEIL RD NE AM
Date: Tuesday, September 19, 2023
Peak Hour: 07:05 AM - 08:05 AM

Peak 15-Minutes: 07:10 AM - 07:25 AM

Peak Hour







Pedestrians

Note: Total study counts contained in parentheses.

| | HV% | PHF |
|----|-------|------|
| EB | 6.0% | 0.65 |
| WB | 0.0% | 0.56 |
| NB | 8.9% | 0.83 |
| SB | 10.6% | 0.90 |
| Αg | 9.3% | 0.88 |

| Interval | | Eastl | RD NE cound | | | West | RD NE bound | | | Norti | -551 nbound | | | OR- South | -551 abound | | | Rolling |
|-------------|-------|-------|----------------|-------|--------|------|----------------|-------|-------|-------|----------------|-------|-------|--------------|----------------|-------|-------|-------------|
| Start Time | U-Tum | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Tum | Left | Thru | Right | U-Tum | Left | Thru | Right | Tolal | Hour |
| 7:00 AM | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 43 | 2 | 0 | 2 | 26 | 0 | 83 | 1,121 |
| 7:05 AM | 0 | 1 | 1 | 2 | 0 | 0 | 0 | - 1 | 0 | 3 | 45 | 3 | 0 | 4 | 33 | 2 | 95 | 1,129 |
| 7:10 AM | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 6 | 68 | 2 | 0 | 1 | 32 | 0 | 113 | 1,118 |
| 7:15 AM | 0 | 4 | 0 | 2 | - 0 | 0 | 0 | 0 | 0 | - 5 | 50 | 2 | - 0 | 1 | 36 | - 0 | 100 | 1,09 |
| 7:20 AM | - 0 | 1 | 0 | 3 | - 0 | 0 | 0 | 0 | 0 | 4 | 63 | 2 | 0 | 3 | 29 | 1 | 106 | 1,060 |
| 7:25 AM | 0 | 3 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 53 | 2 | 0 | 0 | 37 | 0 | 101 | 1,033 |
| 7:30 AM | 0 | - 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 1 | 0 | 0 | 24 | 0 | 59 | 1,00 |
| 7:35 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 52 | 2 | 0 | 0 | 43 | 0 | 99 | 98! |
| 7:40 AM | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 2 | 54 | 3 | 0 | 2 | 20 | 0 | 87 | 930 |
| 7:45 AM | 0 | 1 | - 1 | 8 | 0 | 0 | 0 | 0 | - 0 | 6 | 56 | 2 | 0 | 1 | 36 | 1 | 112 | 932 |
| 7:50 AM | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 2 | 0 | 1 | 26 | 3 | 93 | 918 |
| 7:55 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 35 | 3 | 0 | 0 | 31 | 0 | 73 | 920 |
| 8:00 AM | 0 | 2 ' | 0 | - 1 | 0 | 1 | 1 | 0 | 0 | 4 | 42 | 3 | 0 | 3 | 32 | 2 | 91 | 902 |
| 8:05 AM | 0 | 1 | 1 | 1 | 0 | 0 | i | 0 | 0 | 1 | 51 | 1 | 0 | 1 | 25 | 1 | 84 | 969-0209149 |
| 8:10 AM | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 1 | 0 | 0 | 48 | . 2 | 94 | |
| 8:15 AM | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 39 | 1 | 0 | 0 | 17 | 4 | 67 | |
| 8:20 AM | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 0 | 1 | 25 | 3 | 73 | |
| 8:25 AM | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 26 | 1 | 0 | 0 | 35 | 0 | 68 | |
| 8:30 AM | 0 | 1 | 0 | 3 | 0 | i | 0 | 0 | 0 | 1 | 16 | 1 | 0 | 0 | 25 | 0 | 48 | |
| 8:35 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 22 | 0 | 0 | 0 | 22 | 0 | 46 | |
| 8:40 AM | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 1 | 0 | 0 | 20 | 0 | 83 | |
| 8:45 AM | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 3 | 55 | 2 | 0 | 0 | 32 | 0 | 98 | |
| 8:50 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 3 | 1 | 0 | 36 | 0 | 95 | |
| 8:55 AM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 3 | 32 | 1 | 0 | 0 | 16 | 1 | 55 | |
| count Total | 0 | 28 | 8 | 53 | 0 | 3 | 3 | 8 | 0 | 53 | 1,079 | 41 | 1 | 20 | 706 | 20 | 2,023 | |
| Peak Hour | 0 | 15 | 4 | 31 | 0 | 1 | 2 | 6 | 0 | 35 | 604 | 27 | 0 | 16 | 379 | 9 | 1,129 | • |

Exhibit 39A, page 49 of 164 Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

| Interval | | Hea | vy Vehicles | 3 | | Interval | | Bicycle | s on Road | lway | | Interval | Pede | strians/Bi | icycles on | Crosswa | lk |
|-------------|-----|-----|-------------|-----|-------|-------------|-----|---------|-----------|------|-------|-------------|------|------------|------------|---------|-------|
| Start Time | EB | NB | WB | \$B | Total | Start Time | EB | NB | WB | SB | Total | Start Time | E8 | NB | WB | SB | Total |
| 7:00 AM | 2 | 5 | 0 | 2 | 9 | 7:00 AM | 0 | 0 | 0 | 0 | 0 | 7:00 AM | 0 | 0 | 0 | 0 | 0 |
| 7:05 AM | 1 | 5 | 0 | 4 | 10 | 7:05 AM | 0 | 0 | 0 | - 0 | 0 | 7:05 AM | 0 | 0 | 0 | 0 | 0 |
| 7.10 AM | - 0 | 7 | 0 | - 0 | 7 | 7:10 AW | 0 | 0 | 9 | 0 | - 6 | 7:10 AM | - 0 | 0 | - 0 | - 0 | 6 |
| 7:15 AM | - 1 | - 3 | - 0 | - 8 | 7 | 7:15 AM | 0 | 0 | 1 | 0 | 1 | 7:15 AM | 9 | - 0 | - 0 | 0 | 0 |
| 7:20 AM | 1 | - 5 | 0 | 2 | 8 | 7:20 AM | 0 | 0 | 0 | 0 | 0 | 7:20 AM | 0 | 0 | 0 | 0 | 0 |
| 7:25 AM | 0 | 7 | 0 | 3 | - 10 | 7:25 AM | 0 | 0 | 0 | 0 | 0 | 7:25 AM | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 2 | 0 | 4 | 6 | 7:30 AM | 0 | 0 | 0 | 0 | 0 | 7:30 AM | 0 | 0 | 0 | 0 | 0 |
| 7:35 AM | 0 | 7 | 0 | 10 | 17 | 7:35 AM | 0 | 0 | 0 | 0 | 0 | 7:35 AM | 0 | 0 | 0 | 0 | 0 |
| 7:40 AM | 0 | 7 | 0 | 4 | 11 | 7:40 AM | 0 | 0 | 0 | 0 | 0 | 7:40 AM | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 6 | 0 | 3 | 9 | 7:45 AM | - 0 | - 0 | 0 | 0 | 0 | 7:45 AM | 0 | 0 | 0 | 0 | 0 |
| 7:50 AM | 0 | 4 | 0 | 3 | 7 | 7:50 AM | 0 | 0 | 0 | 0 | C | 7:50 AM | 0 | 0 | 0 | 0 | 0 |
| 7:55 AM | 0 | 3 | 0 | 4 | 7 | 7:55 AM | 0 | 0 | 0 | 0 | 0 | 7:55 AM | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 3 | 0 | 3 | 6 | 8:00 AM | 0 | 0 | 0 | 0 | (| 8:00 AM | 0 | 0 | 0 | 0 | 0 |
| 8:05 AM | . 0 | 4 | 0 | 2 | 6 | 8:05 AM | 0 | 0 | 0 | 0 | C | 8:05 AM | 0 | 0 | 0 | 0 | 0 |
| 8:10 AM | 1 | 3 | 0 | 10 | 14 | 8:10 AM | 0 | 0 | 0 | 0 | C | 8:10 AM | 0 | 0 | 0 | 1 | 1 |
| 8:15 AM | 0 | 2 | 0 | 1 | 3 | 8:15 AM | 0 | 0 | 0 | 0 | (| 8:15 AM | 0 | 0 | 0 | 0 | 0 |
| 8:20 AM | 0 | 3 | 0 | 8 | 11 | 8:20 AM | 0 | 0 | 0 | 0 | (| 8:20 AM | 0 | 0 | 0 | 0 | 0 |
| 8:25 AM | 0 | 7 | 0 | 4 | 11 | 8:25 AM | 0 | 0 | 0 | 0 | (| 8:25 AM | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 2 | 6 | 1 | 8 | 17 | 8:30 AM | 0 | 0 | 0 | 0 | (| 8:30 AM | 0 | 0 | 0 | 0 | 0 |
| 8:35 AM | 0 | 2 | 0 | 3 | 5 | 8:35 AM | 0 | 0 | 0 | 0 | (| 8:35 AM | 0 | 0 | 0 | 0 | 0 |
| 8:40 AM | 0 | 5 | 0 | 6 | 11 | 8:40 AM | 0 | 0 | 0 | 0 | (| 8:40 AM | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 8 | 0 | 6 | 14 | 8:45 AM | 0 . | 0 | 0 | 0 | (| 8:45 AM | 0 | 0 | 0 | 1 | 1 |
| 8:50 AM | 0 | 3 | 0 | 7 | 10 | 8:50 AM | 0 | 0 | 0 | 0 | (| 8:50 AM | 0 | 0 | 0 | 0 | 0 |
| 8:55 AM | 0 | 8 | 0 | 3 | 11 | | 0 | 0 | 0 | 0 | | 8:55 AM | 0 | 0 | 0 | 0 | 0 |
| Count Total | 8 | 115 | 1 | 103 | 227 | Count Total | 0 | 0 | i | 0 | 1 | Count Total | 0 | 0 | 0 | 2 | 2 |
| Peak Hour | 3 | 59 | 0 | 43 | 105 | Peak Hour | 0 | 0 | 1 | 0 | 1 | Peak Hour | 0 | 0 | 0 | 0 | 0 |

Exhibit 39A, page 50 of 164

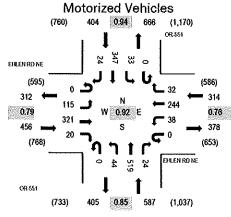


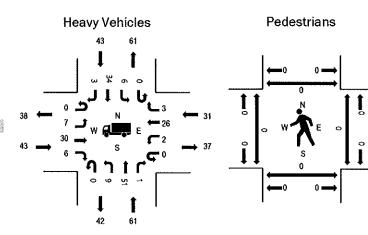
(303) 216-2439 www.alltrafficdata.net Location: 7 OR-551 & EHLEN RD NE AM

Date: Tuesday, September 19, 2023 Peak Hour: 07:00 AM - 08:00 AM

Peak 15-Minutes: 07:40 AM - 07:55 AM

Peak Hour





Note: Total study counts contained in parentheses.

| | HV% | PHF |
|-----|-------|------|
| EB | 9.4% | 0.79 |
| WB | 9.9% | 0.76 |
| NB | 10.4% | 0.85 |
| SB | 10.6% | 0.94 |
| Ail | 10.1% | 0.92 |

| Interval | | EHLEN Eastb | | | | West | | | | North | -551 ibound | | | OR- South | 551 ibound | | | Rolling |
|-------------|-------|----------------|------|-------|--------|------|------|-------|--------|-------|----------------|-------|--------|--------------|---------------|-------|-------|---------|
| Start Time | U-Tum | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | Hour |
| 7:00 AM | 0 | 11 | 16 | 3 | 0 | 3 | 15 | 2 | 0 | 4 | 46 | 1 | 0 | 4 | 24 | 2 | 131 | 1,761 |
| 7:05 AM | 0 | - 8 | 17 | 3 | 0 | - 1 | 15 | 1 | 0 | 1 | 46 | 2 | 0 | 2 | 31 | 1 | 128 | 1,747 |
| 7:10 AM | 0 | - 8 | 26 | 3 | 0 | 4 | 10 | 0 | 0 | 3 | 50 | 2 | 0 | 0 | 30 | 0 | 136 | 1,746 |
| 7:15 AM | - 0 | 9 | 25 | 2 | 0 | 2 | 27 | 5 | 0 | - 5 | 43 | 0 | - 0 | 3 | 32 | 2 | 155 | 1,742 |
| 7:20 AM | 0 | 9 | 14 | 0 | 0 | 1 | 16 | 1 | 0 | 4 | 63 | 3 | 0 | 4 | 32 | 2 | 149 | 1,712 |
| 7:25 AM | - 0 | 10 | 32 | 1 | 0 | 6 | 23 | 3 | 0 | 5 | 38 | 2 | 0 | - 4 | 23 | 3 | 150 | 1,671 |
| 7:30 AM | 0 | 6 | 35 | 2 | 0 | 3 | 41 | 3 | 0 | 4 | 17 | 2 | 0 | 3 | 30 | 1 | 147 | 1,633 |
| 7:35 AM | 0 | 8 | 21 | 2 | 0 | 4 | 20 | - 8 | 0 | 4 | 55 | 3 | 0 | 3 | 31 | 4 | 163 | 1,556 |
| 7:40 AM | - 0 | 9 | 30 | 1 | 0 | 6 | 25 | 2 | 0 | 4 | 50 | 2 | 0 | 2 | 31 | - 1 | 163 | 1,480 |
| 7:45 AM | - 0 | 9 | 35 | 3 | 0 | - 3 | 21 | - 1 | 0 | 5 | 40 | 0 | . 0 | 3 | 20 | - 2 | 142 | 1,451 |
| 7/50 AM | 0 | - 11 | 36 | 0 | - 0 | 2 | 15 | 5 | 0 | - 3 | 48 | 4 | 0 | - 3 | 42 | 3 | 172 | 1,457 |
| 7:55 AM | 0 | 17 | 34 | 0 | 0 | 3 | 16 | 1 | 0 | 2 | 23 | 3 | 0 | 2 | 21 | 3 | 125 | 1,425 |
| 8:00 AM | 0 | 8 | 16 | 1 | 0 | 0 | 8 | 1 | 0 | 3 | 41 | 3 | 0 | 5 | 22 | 9 | 117 | 1,390 |
| 8:05 AM | 0 | 11 | 14 | 0 | 0 | 8 | 22 | 3 | 0 | 4 | 34 | 0 | 0 | 1 | 29 | 1 | 127 | |
| 8:10 AM | 0 | 7 | 23 | 0 | 0 | 0 | 30 | 4 | 0 | 4 | 28 | 0 | 0 | 6 | 28 | 2 | 132 | |
| 8:15 AM | 0 | 7 | 12 | 3 | 0 | 0 | 22 | 1 | 0 | 5 | 42 | 2 | 0 | 3 | 28 | 0 | 125 | |
| 8:20 AM | 0 | 7 | 23 | 5 | 0 | 8 | 14 | 2 | 0 | 1 | 23 | 1 | 0 | 4 | 17 | 3 | 108 | |
| 8:25 AM | 0 | 8 | 17 | 2 | 0 | 2 | 15 | 2 | 0 | 3 | 21 | 0 | 0 | 12 | 27 | 3 | 112 | |
| 8:30 AM | 0 | 1 | 4 | 4 | 0 | 4 | 11 | 3 | 0 | 0 | 13 | 2 | 0 | 3 | 24 | 1 | 70 | |
| 8:35 AM | 0 | 3 | 20 | 1 | 0 | 3 | 16 | 2 | 0 | 1 | 20 | 1 | 0 | 4 | 16 | 0 | 87 | |
| 8:40 AM | 0 | 14 | 25 | 2 | 0 | 3 | 12 | 3 | 0 | 5 | 44 | 6 | 0 | 1 | 16 | 3 | 134 | |
| 8:45 AM | 0 | 11 | 14 | 1 | 0 | 2 | 35 | 2 | 0 | 5 | 41 | 4 | 0 | 3 | 25 | 5 | 148 | |
| 8:50 AM | 0 | 4 | 19 | 4 | 0 | 1 | 11 | 3 | 0 | 5 | 54 | 0 | 0 | 6 | 25 | 8 | 140 | |
| 8:55 AM | 0 | 5 | 15 | 1 | 0 | 1 | 15 | 3 | 0 | 1 | 28 | 5 | 0 | 1 | 15 | 0 | 90 | |
| Count Total | 0 | 201 | 523 | 44 | 0 | 70 | 455 | 61 | 0 | 81 | 908 | 48 | 0 | 82 | 619 | 59 | 3,151 | |
| Peak Hour | 0 | 115 | 321 | 20 | 0 | 38 | 244 | 32 | 0 | 44 | 519 | 24 | 0 | 33 | 347 | 24 | 1,761 | |

Exhibit 39A, page 51 of 164
Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

| Interval | | Hea | vy Vehicle | s | | Interval | | Bicycle | s on Road | way | | Interval | Ped | estrians/E | licycles on | Crosswa | k |
|-------------|-----|-----|------------|-----|-------|-------------|-----|---------|-----------|-----|-------|-------------|-----|------------|-------------|---------|-------|
| Start Time | EB | NB | WB | SB | Total | Start Time | EB | NB | W8 | SB | Total | Start Time | EB | NB | WB | SB | Total |
| 7:00 AM | 4 | 3 | 3 | 2 | 12 | 7:00 AM | 0 | 0 | 0 | 0 | 0 | 7:00 AM | 0 | 0 | 0 | 0 | 0 |
| 7:05 AM | 2 | - 4 | - 1 | 3 | 10 | 7:05 AM | 0 | 0 | 0 | 0 | 0 | 7:05 AM | 0 | 0 | 0 | 0 | 0 |
| 7:10 AM | 5 | 8 | 0 | - 1 | 14 | 7:10 AM | 0 | 0 | 0 | 0 | 0 | 7:10 AM | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 4 | 3 | 3 | 4 | 14 | 7:15 AM | 0 | 0 | 0 | 0 | 0 | 7:15 AM | 0 | 0 | 0 | 0 | 0 |
| 7:20 AM | 0 | 8 | 0 | 3 | - 11 | 7:20 AM | 0 | 0 | 0 | 0 | 0 | 7:20 AM | 0 | 0 | 0 | 0 | 0 |
| 7:25 AM | 3 | 6 | 5 | 3 | 17 | 7:25 AM | 0 | 0 | 0 | 0 | 0 | 7:25 AM | 0 | Ö | 0 | 0 | 0 |
| 7:30 AM | 3 | 2 | 3 | 3 | - 11 | 7:30 AM | 0 | 0 | 0 | 0 | 0 | 7:30 AM | 0 | 0 | 0 | 0 | 0 |
| 7:35 AM | 3 | 8 | 2 | 10 | 23 | 7:35 AM | 0 | 0 | - 0 | 0 | 0 | 7:35 AM | 0 | 0 | 0 | 0 | 0 |
| 7:40 AM | 4 | | 3 | 4 | 17 | 7:49 AM | 0 | 0 | - 0 | - 0 | 0 | 7.40 AM | 9 | - 0 | 9 | 0 | 0 |
| 7.45 AM | - 5 | 8 | 4 | 4 | 21 | 7:45 AM | - 0 | 0 | - 0 | 0 | 0 | 7:45 AM | 0 | 0 | 0 | 0 | 0 |
| 7.50 AM | . 6 | 2 | 3 | . 3 | 14 | 7:50 AM | - 0 | 0 | 0 | - 0 | 0 | 7.50 AM | 0 | 0 | 0 | 0 | - 0 |
| 7:55 AM | 4 | 3 | 4 | 3 | 14 | 7:55 AM | 0 | 0 | 0 | 0 | 0 | 7:55 AM | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 2 | 4 | 1 | 3 | 10 | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 8:00 AM | 0 | 0 | 0 | 0 | 0 |
| 8:05 AM | 4 | . 6 | 3 | 3 | 16 | 8:05 AM | 0 | 0 | 0 | 0 | 0 | 8:05 AM | 0 | 0 | 0 | 0 | 0 |
| 8:10 AM | 1 | 5 | 5 | 10 | 21 | 8:10 AM | 0 | 0 | 0 | 0 | 0 | 8:10 AM | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 2 | 5 | 6 | 1 | 14 | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 8:15 AM | 0 | 0 | 0 | 0 | 0 |
| 8:20 AM | 3 | 2 | 2 | 7 | 14 | 8:20 AM | 0 | 0 | 0 | 0 | 0 | 8:20 AM | 0 | 0 | 0 | 0 | 0 |
| 8:25 AM | 2 | 6 | 2 | 6 | 16 | 8:25 AM | 0 | 0 | 0 | 0 | 0 | 8:25 AM | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 1 | 6 | 0 | 10 | 17 | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 8:30 AM | 0 | 0 | 0 | 0 | 0 |
| 8:35 AM | 7 | 0 | 3 | 1 | 11 | 8:35 AM | 0 | 0 | 0 | 0 | 0 | 8:35 AM | 0 | 0 | 0 | 0 | 0 |
| 8:40 AM | 6 | 7 | 0 | 7 | 20 | 8:40 AM | 0 | 0 | 0 | 0 | 0 | 8:40 AM | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 5 | 7 | 5 | 7 | 24 | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 8:45 AM | 0 | 0 | 0 | 0 | 0 |
| 8:50 AM | 3 | 3 | 1 | 7 | 14 | 8:50 AM | 0 | 0 | 0 | 0 | 0 | 8:50 AM | 0 | 0 | 0 | 0 | 0 |
| 8:55 AM | 4 | 11 | 5 | 2 | 22 | 8:55 AM | 0 | 0 | 0 | 0 | 0 | 8:55 AM | 0 | 0 | 0 | 0 | 0 |
| Count Total | 83 | 123 | 64 | 107 | 377 | Count Total | 0 | 0 | 0 | 0 | 0 | Count Total | 0 | 0 | 0 | 0 | 0 |
| Peak Hour | 43 | 61 | 31 | 43 | 178 | Peak Hour | 0 | 0 | 0 | 0 | 0 | Peak Hour | 0 | 0 | 0 | 0 | 0 |

Exhibit 39A, page 52 of 164 Location: 1 AIRPORT RD NE & ARNDT RD PM

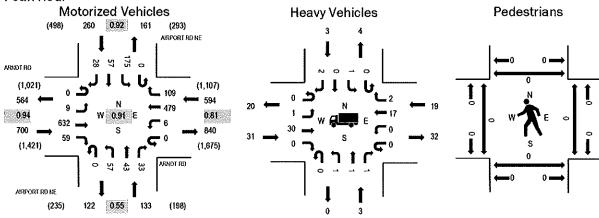


(303) 216-2439 www.alltrafficdata.net

Date: Tuesday, September 19, 2023 Peak Hour: 04:20 PM - 05:20 PM

Peak 15-Minutes: 05:05 PM - 05:20 PM

Peak Hour



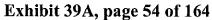
Note: Total study counts contained in parentheses.

| | HV% | PHF |
|-----|------|------|
| EB | 4.4% | 0.94 |
| WB | 3.2% | 0.81 |
| NB | 2.3% | 0.55 |
| SB | 1.2% | 0.92 |
| All | 3.3% | 0.91 |

| Interval | | | DT RD bound | | | ARNI Westi | DT RD | | | | T RD NE | | | | T RD NE | | | Rolling |
|-------------|-------|------|----------------|-------|--------|---------------|-------|-------|--------|------|---------|-------|--------|------|---------|-------|-------|---------|
| Start Time | U-Tum | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | Hour |
| 4:00 PM | 0 | 1 | 65 | 3 | 0 | 0 | 36 | 9 | 0 | 1 | 1 | 3 | 0 | 21 | 5 | 1 | 146 | 1,679 |
| 4:05 PM | 0 | 1 | 52 | 5 | 0 | 0 | 40 | 18 | 0 | 5 | 3 | 2 | 0 | 11 | 5 | 2 | 144 | 1,655 |
| 4:10 PM | 0 | 1 | 57 | 3 | 0 | 1 | 39 | 12 | 0 | 2 | 0 | 2 | 0 | 12 | 1 | 4 | 134 | 1,670 |
| 4:15 PM | 0 | 3 | 56 | 6 | 0 | 0 | 37 | 6 | 0 | 5 | 6 | 3 | 0 | 20 | 6 | 5 | 153 | 1,686 |
| 4:20 PM | 0 | 0 | 54 | 6 | 0 | 1 | 50 | 8 | 0 | 4 | 2 | 1 | 0 | 17 | 4 | 0 | 147 | 1,687 |
| 4:25 PM | - 0 | 2 | 60 | 3 | 0 | 0 | 34 | 10 | 0 | 2 | 3 | 1 | 0 | 14 | 5 | 0 | 134 | 1,670 |
| 4:30 PM | 0 | 0 | 42 | 2 | 0 | 1 | 30 | 4 | - 0 | 6 | 1 | 8 | 0 | 14 | 7 | 2 | 117 | 1,672 |
| 4:35 PM | 0 | 0 | 57 | - 5 | - 0 | 0 | 39 | 9 | 0 | 11 | 11 | 11 | 0 | 6 | 6 | 6 | 161 | 1,681 |
| 4:40 PM | 0 | - 1 | 49 | 7 | 0 | 0 | 46 | 9 | 0 | 4 | 5 | 5 | 0 | 12 | 6 | 2 | 146 | 1,643 |
| 4:45 PM | 0 | 2 | 52 | 6 | 0 | 0 | 37 | 8 | 0 | 4 | 3 | 1 | 0 | 18 | - 5 | 1 | 137 | 1,610 |
| 4:50 PM | 0 | . 0 | 49 | 5 | 0 | 0 | 33 | 6 | 0 | 4 | 4 | 0 | 0 | 16 | - 1 | 3 | 121 | 1,600 |
| 4:55 PM | 0 | 0 | 58 | 10 | 0 | 0 | 42 | 9 | 0 | 2 | 3 | 0 | 0 | 9 | 5 | 1 | 139 | 1,598 |
| 5:00 PM | 0 | 3 | 52 | 5 | 0 | - 1 | 26 | 8 | - 0 | 5 | 2 | 1 | 0 | 15 | 4 | 0 | 122 | 1,545 |
| 5:05 PM | 0 | 1 | 49 | 3 | 0 | 2 | 56 | 15 | 0 | 5 | 3 | 1 | 0 | 15 | 5 | 4 | 159 | |
| 5/10 PM | 0 | 0 | 56 | - 6 | - 0 | - 1 | 37 | 13 | 0 | 4 | 2 | 3 | 0 | 18 | 5 | 5 | 150 | |
| 5:15 PM | - 0 | - 0 | 54 | - 1 | 0 | 0 | 49 | 10 | 0 | - 6 | - 4 | - 1 | 0 | 21 | 4 | 4 | 154 | |
| 5:20 PM | 0 | 0 | 60 | 7 | 0 | 0 | 41 | 5 | 0 | 0 | 1 | 0 | 0 | 8 | 5 | 3 | 130 | |
| 5:25 PM | 0 | 1 | 64 | 6 | 0 | 1 | 31 | 8 | 0 | 1 | 3 | 1 | 0 | 14 | 6 | 0 | 136 | |
| 5:30 PM | 0 | 0 | 48 | 2 | 0 | 1 | 39 | 10 | 0 | 3 | 0 | 1 | 0 | 13 | 9 | 0 | 126 | |
| 5:35 PM | 0 | 1 | 55 | 4 | 0 | 0 | 34 | 9 | 0 | 1 | 0 | 0 | 0 | 13 | 4 | 2 | 123 | |
| 5:40 PM | 0 | 1 | 56 | 6 | 0 | 0 | 25 | 6 | 0 | 1 | 2 | 1 | 0 | 11 | 3 | 1 | 113 | |
| 5:45 PM | 0 | 0 | 58 | 2 | 0 | 1 | 32 | 4 | 0 | 2 | 1 | 2 | 0 | 20 | 3 | 2 | 127 | |
| 5:50 PM | 0 | 1 | 54 | 4 | 0 | 1 | 28 | 6 | 0 | 3 | 4 | 1 | 0 | 11 | 5 | 1 | 119 | |
| 5:55 PM | 0 | 1 | 32 | 5 | 0 | 1 | 26 | 6 | 0 | 3 | 1 | 0 | 0 | 8 | 2 | 1 | 86 | |
| Count Total | 0 | 20 | 1,289 | 112 | 0 | 12 | 887 | 208 | 0 | 84 | 65 | 49 | 0 | 337 | 111 | 50 | 3,224 | |
| Peak Hour | 0 | 9 | 632 | 59 | 0 | 6 | 479 | 109 | 0 | 57 | 43 | 33 | 0 | 175 | 57 | 28 | 1,687 | _ |

Exhibit 39A, page 53 of 164 Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

| Interval | | Hea | vy Vehicle | 8 | | Interval | | Bicycle | s on Road | lway | | Interval | Ped | estrians/E | Bicycles on | Crosswa | lk |
|-------------|-----|-----|------------|----|-------|-------------|-----|---------|-----------|------|-------|-------------|-----|------------|-------------|---------|-------|
| Start Time | EB | NB | WB | SB | Total | Start Time | EB | NB | WB | SB | Total | Start Time | E8 | NB | WB | SB | Total |
| 4:00 PM | 4 | 0 | 3 | 2 | 9 | 4:00 PM | 0 | 0 | 0 | 0 | 0 | 4:00 PM | 0 | 0 | 0 | 0 | 0 |
| 4:05 PM | 1 | 2 | 4 | 2 | 9 | 4:05 PM | 0 | 0 | 0 | 0 | 0 | 4:05 PM | 0 | 0 | 0 | 0 | 0 |
| 4:10 PM | 6 | 0 | 1 | 0 | 7 | 4:10 PM | 0 | 0 | 0 | 0 | 0 | 4:10 PM | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 2 | 0 | 1 | 3 | 6 | 4:15 PM | 0 | 0 | 0 | 0 | 0 | 4:15 PM | 0 | 0 | 0 | 0 | 0 |
| 4:20 PM | 4 | 0 | 2 | 0 | - 6 | 4:20 PM | 0 | 0 | 0 | 0 | 0 | 4:20 PM | 0 | 0 | 0 | 0 | 0 |
| 4:25 PM | 3 | 0 | 2 | 0 | - 5 | 4:25 PM | 0 | 0 | - 0 | 0 | 0 | 4:25 PM | -0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 1 | 1. | 0 | 0 | 2 | 4:30 PM | - 0 | 0 | 0 | 0 | 0 | 4:30 PM | 0 | 0 | 0 | 0 | 0 |
| 4:35 PM | 1 | 1 | 3 | 0 | 5 | 4:35 PM | 0 | - 1 | 0 | 0 | 1 | 4:35 PM | 0 | 0 | 0 | 0 | 0 |
| 4:40 PM | 3 | 0 | 0 | 0 | 3 | 4:40 PM | 0 | 0 | 0 | 0 | 0 | 4:40 PM | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | - 5 | 0 | 0 | 0 | 5 | 4:45 PM | 0 | 0 | 0 | 0 | 0 | 4:45 PM | 0 | 0 | 0 | 0 | 0 |
| 4:50 PM | - 1 | - 1 | - 4 | 0 | 6 | 4:50 PM | 0 | 0 | 0 | 0 | 0 | 4:50 PM | 0 | 0 | - 1 | 0 | 1 |
| 4:55 PM | 3 | 0 | 3 | 0 | 6 | 4:55 PM | 0 | 0 | 0 | - 0 | 0 | 4:55 PM | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 2 | 0 | 0 | 0 | 2 | 5:00 PM | 0 | 0 | 0 | 0 | 0 | 5:00 PM | 0 | 0 | 0 | 0 | 0 |
| 5.05 PM | 6 | 9 | 2 | 0 | . 8 | 5:05 PM | 0 | . 0 | 0 | 0 | 0 | 5:05 PM | 0 | . 0 | 0 | 0 | 0 |
| 5:40-PM | - 1 | 0 | 2 | 1 | 4 | 5 10 PM | 0 | 0 | | · 0 | × 0 | 5.10 PM | - 0 | 0 | 0 | . 0 | 0 |
| 5:15 PM | 1 | 0 | 1 | 2 | 4 | 5/15 PM | Ð | 0 | θ | 0 | 0 | 5:15 PM | - 0 | 0 | 0 | 0 | 0 |
| 5:20 PM | 1 | 0 | 2 | 1 | 4 | 5:20 PM | 0 | 0 | 0 | 0 | 0 | 5:20 PM | 0 | 0 | 0 | 0 | 0 |
| 5:25 PM | 2 | 0 | 1 | 0 | 3 | 5:25 PM | 0 | 0 | 0 | 0 | 0 | 5:25 PM | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 2 | 0 | 4 | 0 | 6 | 5:30 PM | 0 | 0 | 0 | 0 | 0 | 5:30 PM | 0 | 0 | 0 | 0 | 0 |
| 5:35 PM | 2 | 0 | 1 | 0 | 3 | 5:35 PM | 0 | 0 | 0 | 0 | 0 | 5:35 PM | 0 | 0 | 0 | 0 | 0 |
| 5:40 PM | 1 | 0 | 0 | 0 | 1 | 5:40 PM | 0 | 0 | 0 | 0 | 0 | 5:40 PM | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 5:45 PM | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| 5:50 PM | 1 | 0 | 1 | 0 | 2 | 5:50 PM | 0 | 0 | 0 | 0 | 0 | 5:50 PM | 0 | 0 | 0 | 0 | 0 |
| 5:55 PM | 2 | 1 | 0 | 0 | 3 | 5:55 PM | 0 | 0 | 0 | 0 | 0 | 5:55 PM | 0 | 0 | 0 | 0 | 0 |
| Count Total | 55 | 6 | 37 | 11 | 109 | Count Total | 0 | 1 | 0 | 0 | 1 | Count Total | 0 | 0 | 1 | 0 | 1 |
| Peak Hour | 31 | 3 | 19 | 3 | 56 | Peak Hour | 0 | 1 | 0 | 0 | 1 | Peak Hour | 0 | 0 | 1 | 0 | 1 |



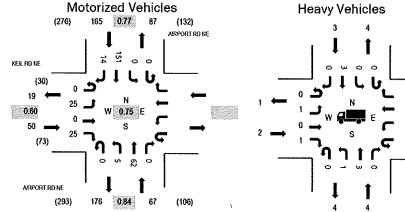


Location: 2 AIRPORT RD NE & KEIL RD NE PM

Date: Tuesday, September 19, 2023 Peak Hour: 04:15 PM - 05:15 PM

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

Peak Hour



Pedestrians

Pedestrians

Note: Total study counts contained in parentheses.

| | HV% | PHF |
|-----|------|------|
| EB | 4.0% | 0.60 |
| WB | | |
| NB | 6.0% | 0.84 |
| SB | 1.8% | 0.77 |
| All | 3.2% | 0.75 |

| Interval | | | RD NE | | | Maal | bound | | | | RT RD NE | | | | T RD NE | | | Dali:- |
|-------------|-------|------|-------|-------|--------|------|---------------|-------|-------|------|----------|-------|--------|------|---------|-------|-------|---------------|
| Start Time | U-Tum | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Tum | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | Rollin Hou |
| 4:00 PM | 0 | 3 | 0 | 2 | | | | | 0 | 0 | 5 | 0 | 0 | 0 | 8 | 0 | 18 | 27 |
| 4:05 PM | 0 | 1 | 0 | 1 | | | | | 0 | 1 | 2 | 0 | 0 | 0 | 14 | 0 | 19 | 27 |
| 4:10 PM | 0 | 1 | 0 | 2 | | | | | 0 | 0 | 2 | 0 | 0 | 0 | 9 | í | 15 | 27 |
| 4:15 PM | 0 | 3 | 0 | 4 | | | | | 0 | 2 | 8 | . 0 | 0 | 0 | 12 | 1 | 30 | 28 |
| 4:20 PM | 0 | 1 | 0 | 4 | | | | | 0 | 0 | 2 | 0 | 0 | 0 | 17 | 1 | 25 | 26 |
| 4:25 PM | 0 | 1 | 0 | 0 | | | | | 0 | 1 | 3 | 0 | 0 | 0 | 5 | • | 11 | 25 25 |
| 4:00 PM | 0 | 3 | 0 | 4 | | | | | 0 | 0 | 7 | 0 | 6 | Ô | 21 | , | 36 | 25 |
| 4:95 PM | 0 | 5 | 0 | 4 | | | | | 0 | 6 | 9 | 0 | 0 | 0 | 15 | 4 | 37 | 23 |
| 4:40 PM | 0 | 4 | 0 | 1 | | | | | 0 | ú | 3 | 0 | 0 | 0 | 11 | 2 | 21 | 20 |
| 4:45 PM | 0 | 0 | 0 | 1 | | | | | 0 | 0 | 7 | 0 | 0 | 0 | 15 | 2 | 25 | 26 |
| 4:50 PM | 0 | 1 | 0 | 0 | | | | | 0 | 1 | 4 | 0 | Ō | 0 | 10 | 0 | 16 | 19 |
| 4:55 PM | 0 | 0 | 0 | 2 | | | | | 0 | 0 | 3 | 0 | 0 | 0 | 12 | 0 | 17 | 19 |
| 5:00 PM | 0 | 2 | 0 | - 1 | | | | | 0 | 0 | 7 | 0 | 0 | 0 | 11 | 1 | 22 | 18 |
| 5:05 PM | 0 | 2 | 0 | 3 | | | | | 0 | 0 | 4 | 0 | 0 | 0 | 8 | 1 | 18 | |
| 5:10 PM | 0 | 3 | 0 | 1 | | | | | - 0 | 1 | 5 | 0 | 0 | 0 | 14 | 0 | 24 | |
| 5:15 PM | 0 | 1 | 0 | 1 | | | 9575197551985 | | 0 | 0 | 3 | 0 | 0 | 0 | 5 | 1 | 11 | |
| 5:20 PM | 0 | 0 | 0 | 0 | | | | | 0 | 2 | 4 | 0 | 0 | 0 | 11 | 0 | 17 | |
| 5:25 PM | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 1 | 0 | 0 | 0 | 9 | 0 | 10 | |
| 5:30 PM | 0 | 1 | 0 | 0 | | | | | 0 | 1 | 2 | 0 | 0 | 0 | 12 | 3 | 19 | |
| 5:35 PM | 0 | 0 | 0 | 2 | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 8 | |
| 5:40 PM | 0 | 0 | 0 | 2 | | | | | 0 | 0 | 2 | 0 | 0 | 0 | 12 | 1 | 17 | |
| 5:45 PM | 0 | 1 | 0 | 1 | | | | | 0 | 1 | 5 | 0 | 0 | 0 | 5 | 0 | 13 | |
| 5:50 PM | 0 | 2 | 0 | 0 | | | | | 0 | 0 | 5 | 0 | 0 | 0 | 8 | 0 | 15 | |
| 5:55 PM | 0 | 1 | 0 | 1 | | | | | 0 | 0 | 3 | 0 | 0 | 0 | 6 | 0 | 11 | |
| Count Total | 0 | 36 | 0 | 37 | | | | | 0 | 10 | 96 | 0 | 0 | 0 | 256 | 20 | 455 | |
| Peak Hour | 0 | 25 | 0 | 25 | | | | | 0 | 5 | 62 | 0 | 0 | 0 | 151 | 14 | 282 | _ |

Exhibit 39A, page 55 of 164
Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

| Interval | | Hea | - ıvy Vehicl | es | • | interval | | Bicycle | s on Roa | dway | | interval | Pede | estrians/B | icycles o | n Crosswai | lk |
|-------------|-----|-----|-----------------|-----|-------|-------------|-----|---------|----------|------|-------|-------------|------|------------|-----------|------------|-------|
| Start Time | E8 | NB | WB | SB | Total | Start Time | EB | NB | WB | SB | Tolal | Start Time | EB | NB | WB | SB | Total |
| 4:00 PM | 1 | 2 | | 0 | 3 | 4:00 PM | 0 | 0 | | 0 | 0 | 4:00 PM | 0 | 0 | | 0 | 0 |
| 4:05 PM | 0 | 1 | | 0 | 1 | 4:05 PM | 0 | 0 | | 0 | . 0 | 4:05 PM | 0 | 0 | | 0 | 0 |
| 4:10 PM | 0 | 0 | | 1 | 1 | 4:10 PM | 0 | 0 | | 0 | 0 | 4:10 PM | 0 | 0 | | 0 | 0 |
| 4:15 PM | 1 | 1 | | 2 | 4 | 4:15 PM | 0 | 0 | | 0 | 0 | 4:15 PM | 0 | 0 | | 0 | 0 |
| 4:20 PM | 1 | 0 | | 1 | 2 | 4:20 PM | 0 | 0 | | 0 | 0 | 4:20 PM | 0 | 0 | | 0 | 0 |
| 4:25 PM | 0 | 0 | | 0 | 0 | 4:25 PM | 0 | 0 | | 0 | 0 | 4:25 PM | 0 | - 0 | | 0 | 0 |
| 4:30 PM | 9 | 2 | | 0 | 2 | 4.80 PM | - 1 | 0 | | 0 | 1 | 430 PM | - 0 | 0 | | 0 | 0 |
| 4:36 PM | - 0 | 0 | | - 0 | 0 | 4:35 PM | 0 | 0 | | - 0 | 0 | 4:35 PM | - 0 | 0 | | 0 | 0 |
| 4.40 PM | 0 | . 0 | | 0 | 0 | 4:40 PM | 0 | 0 | | 0 | 0 | 4:40 PM | - 0 | - 0 | | 0 | 0 |
| 4:45 PM | 0 | - 1 | | - 0 | - 1 | 4:45 PM | - 0 | 1 | | 0 | . 1 | 4:45 PM | 0 | 0 | | 9 | 0 |
| 4:50 PM | 0 | 0 | | 0 | 0 | 4:50 PM | 0 | 0 | | 0 | 0 | 4:50 PM | 0 | 0 | | 0 | 0 |
| 4:55 PM | 0 | 0 | | 0 | 0 | 4:55 PM | 0 | 0 | | 0 | 0 | 4:55 PM | 0 | 0 | | 0 | 0 |
| 5.00 PM | 0 | 0 | | 0 | 0 | 5:00 PM | 0 | 0 | | 0 | 0 | 5:00 PM | 0 | 0 | | 0 | 0 |
| 5:05 PM | 0 | 0 | | 0 | 0 | 5:05 PM | .0 | 0 | | 0 | 0 | 5:05 PM | -0 | 0 | | 0 | 0 |
| 5:10 PM | 0 | 0 | | 0 | 0 | 5:10 PM | 0 | 0 | | 0 | 0 | 5:10 PM | 0 | 0 | | 0 | 0 |
| 5:15 PM | 0 | 0 | | 0 | 0 | 5:15 PM | 0 | 0 | | 0 | 0 | 5:15 PM | 0 | 0 | | 0 | 0 |
| 5:20 PM | 0 | 0 | | 1 | 1 | 5:20 PM | 0 | 0 | | 0 | 0 | 5:20 PM | 0 | 0 | | 0 | 0 |
| 5:25 PM | 0 | 0 | | 0 | 0 | 5:25 PM | 0 | 0 | | 0 | 0 | 5:25 PM | 0 | 0 | | 0 | 0 |
| 5:30 PM | 0 | 0 | | 1 | 1 | 5:30 PM | 0 | 0 | | 0 | . 0 | 5:30 PM | 0 | 0 | | 0 | 0 |
| 5:35 PM | 0 | 0 | | 0 | 0 | 5:35 PM | 0 | 0 | | 0 | 0 | 5:35 PM | 0 | 0 | | 0 | 0 |
| 5:40 PM | 0 | 0 | | 0 | 0 | 5:40 PM | 0 | 0 | | 0 | 0 | 5:40 PM | 0 | 0 | | 0 | 0 |
| 5:45 PM | 0 | 0 | | 0 | 0 | 5:45 PM | 0 | 0 | | 0 | 0 | 5:45 PM | 0 | 0 | | 0 | 0 |
| 5:50 PM | 0 | 0 | | 0 | 0 | 5:50 PM | 0 | 0 | | 0 | 0 | 5:50 PM | 0 | 0 | | 0 | 0 |
| 5:55 PM | 0 | 1 | | 0 | 1 | 5:55 PM | 0 | 0 | | 0 | 0 | 5:55 PM | 0 | 0 | | 0 | 0 |
| Count Total | 3 | 8 | | 6 | 17 | Count Total | 1 | 1 | | 0 | 2 | Count Total | 0 | 0 | | 0 | 0 |
| Peak Hour | 2 | 4 | | 3 | 9 | Peak Hour | 1 | 1 | | 0 | 2 | Peak Hour | 0 | 0 | | 0 | 0 |

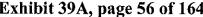


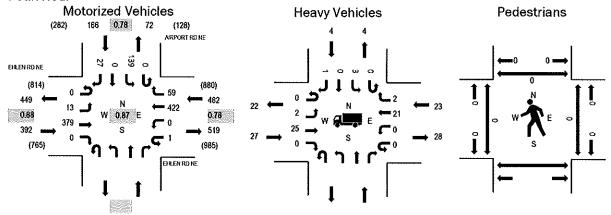


Exhibit 39A, page 56 of 164 Location: 3 AIRPORT RD NE & EHLEN RD NE PM

Date: Tuesday, September 19, 2023 Peak Hour: 04:05 PM - 05:05 PM

Peak 15-Minutes: 04:05 PM - 04:20 PM

Peak Hour



Note: Total study counts contained in parentheses.

| | HV% | PHF |
|-----|------|------|
| EB | 6.9% | 0.88 |
| WB | 4.8% | 0.78 |
| NB | | |
| SB | 2.4% | 0.78 |
| All | 5.2% | 0.87 |

| Interval | | Eastl | N RD NE bound | | | West | RD NE | | | North | nbound | | *************************************** | | T RD NE | | | Rolling |
|-------------|-------|-------|------------------|-------|--------|------|-------|-------|--------|-------|--------|-------|---|------|---------|-------|-------|---|
| Start Time | U-Tum | L.eft | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | Hour |
| 4:00 PM | 0 | 3 | 40 | 0 | 0 | 0 | 25 | 6 | | | | | 0 | 6 | 0 | 0 | 80 | 1,039 |
| 4:05 PM | - 0 | 3 | 28 | - 0 | 0 | 0 | 54 | 4 | | | | | 0 | 15 | 0 | - 1 | 105 | 1,040 |
| 4:10 PM | 0 | - 1 | 33 | 0 | - 1 | 0 | 43 | 7 | | | | | 0 | - 11 | 0 | 2 | 98 | 1,023 |
| 4:15 PM | 0 | - 1 | 34 | 0 | 0 | 0 | 39 | 6 | | | | | - 0 | 12 | - 0 | 3 | 95 | 1,015 |
| 4:20 PM | 0 | 0 | 40 | 0 | 0 | 0 | 34 | - 1 | | | | | 0 | 14 | 0 | 5 | 94 | 984 |
| 4:25 PM | 0 | 2 | 33 | 0 | 0 | 0 | 30 | 5 | | | | | 0 | 5 | 0 | 1 | 76 | 965 |
| 4:30 PM | 0 | 1 | 39 | 0 | 0 | 0 | 37 | 6 | | | | | 0 | 12 | 0 | 8 | 103 | 971 |
| 4:35 PM | 0 | 1 | 29 | 0 | 0 | 0 | 39 | 6 | | | | | 0 | 17 | 0 | 3 | 95 | 939 |
| 4:40 PM | 0 | 1 | 31 | 0 | 0 | 0 | 32 | 2 | | | | | 0 | 11 | 0 | 2 | 79 | 920 |
| 4:45 PM | 0 | 1 | 23 | 0 | - 0 | 0 | 31 | 4 | | | | | 0 | 12 | 0 | 0 | 71 | 904 |
| 4:50 PM | 0 | - 1 | 22 | 0 | 0 | 0 | 34 | 7 | | | | | 0 | 7 | 0 | 1 | 72 | 894 |
| 4:55 PM | 0 | 0 | 36 | 0 | 0 | 0 | 17 | 5 | | | | | 0 | 13 | 0 | 0 | 71 | 897 |
| 5:00 PM | 0 | 1 | 31 | 0 | 0 | 0 | 32 | 6 | | | | | 0 | 10 | 0 | 1 | 81 | 888 |
| 5:05 PM | 0 | 0 | 38 | 0 | 0 | 0 | 34 | 5 | | | | | 0 | 9 | 0 | 2 | 88 | per la contraction de |
| 5:10 PM | 0 | 1 | 29 | 0 | 0 | 0 | 38 | 6 | | | | | 0 | 12 | 0 | 4 | 90 | |
| 5:15 PM | 0 | 3 | 22 | 0 | 0 | 0 | 30 | 4 | | | | | 0 | 5 | 0 | 0 | 64 | |
| 5:20 PM | 0 | 0 | 33 | 0 | 0 | 0 | 26 | 5 | | | | | 0 | 11 | 0 | 0 | 75 | |
| 5:25 PM | 0 | 0 | 34 | 0 | 0 | 0 | 38 | 1 | | | | | 0 | 9 | 0 | 0 | 82 | |
| 5:30 PM | 0 | 2 | 27 | 0 | 0 | 0 | 28 | 1 | | | | | 0 | 12 | 0 | 1 | 71 | |
| 5:35 PM | 0 | 0 | 29 | 0 | 0 | 0 | 38 | 2 | | | | | 0 | 7 | 0 | 0 | 76 | |
| 5:40 PM | 0 | 1 | 28 | 0 | 0 | 0 | 16 | 1 | | | | | 0 | 14 | 0 | 3 | 63 | |
| 5:45 PM | 0 | 2 | 23 | 0 | 0 | 0 | 26 | 5 | | | | | 0 | 5 | 0 | 0 | 61 | |
| 5:50 PM | 0 | 0 | 27 | 0 | 0 | 0 | 35 | 5 | | | | | 0 | 8 | 0 | 0 | 75 | |
| 5:55 PM | 0 | 0 | 31 | 0 | 0 | 0 | 20 | 3 | | | | | 0 | 7 | 0 | 1 | 62 | |
| Count Total | 0 | 25 | 740 | 0 | 1 | 0 | 776 | 103 | | | | | 0 | 244 | 0 | 38 | 1,927 | |
| Peak Hour | 0 | 13 | 379 | 0 | 1 | 0 | 422 | 59 | | ~~~ | | | 0 | 139 | 0 | 27 | 1,040 | _ |

Exhibit 39A, page 57 of 164 Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

| Interval | | He | avy Vehicles | | | Interval | | Bicycl | es on Road | way | | Interval | Ped | lestrians/ | Bicycles on | Crosswa | lk |
|-------------|-----|----|--------------|----|-------|-------------|-----|--------|------------|-----|-------|----------------|-----|------------|-------------|---------|-------|
| Start Time | EB | NB | ₩B | SB | Total | Start Time | EB | NB | W8 | SB | Total | " Start Time " | EB | NB | W8 | SB | Total |
| 4:00 PM | 2 | | 5 | 1 | 8 | 4:00 PM | 0 | | 0 | 0 | 0 | 4:00 PM | 0 | | 0 | 0 | 0 |
| 4:05 PM | 1 | | 4 | 0 | 5 | 4:05 FM | - 0 | | 0 | 0 | 0 | 4.05 PM | 0 | | 0 | 0 | 0 |
| 4:10 PM | 4 | | 2 | | 0 | 4.40 PM | - 0 | | Û | - 0 | 0 | 4:10 PM | 0 | | - 0 | 0 | . 0 |
| 4.45 PM | 0 | | 0 | 2 | 2 | 4.15 PM | - 0 | | 0 | 0 | 0 | 4:15 PM | - 0 | | 0 | 0 | 0 |
| 4:20 PM | 2 | | 2 | 2 | 6 | 4:20 PM | 1 | | 0 | 0 | 1 | 4:20 PM | 0 | | 0 | 0 | 0 |
| 4:25 PM | 3 | | 2 | 0 | 5 | 4:25 PM | 0 | | 0 | 0 | 0 | 4:25 PM | 0 | | 0 | 0 | 0 |
| 4:30 PM | - 5 | | - 4 | 0 | 9 | 4:30 PM | 0 | | 1 | 0 | . 1 | 4:30 PM | 0 | | 0 | - 1 | - 1 |
| 4:35 PM | 2 | | 0 | 0 | 2 | 4:35 PM | 0 | | 0 | 0 | 0 | 4:35 PM | 0 | | 0 | 0 | 0 |
| 4:40 PM | 2 | | - 4 | 0 | 6 | 4:40 PM | 0 | | 0 | 0 | 0 | 4:40 PM | 0 | | 0 | 0 | - 0 |
| 4:45 PM | 2 | | 1 | 0 | 3 | 4:45 PM | 0 | | 0 | 0 | 0 | 4:45 PM | 0 | | 0 | 0 | 0 |
| 4:50 PM | 1 | | 2 | 0 | 3 | 4:50 PM | 0 | | 0 | 0 | 0 | 4:50 PM | 0 | | 0 | 0 | 0 |
| 4:55 PM | - 4 | | 0 | 0 | 4 | 4:55 PM | 0 | | 0 | 0 | 0 | 4:55 PM | 0 | | 0 | 0 | 0 |
| 5:00 PM | 1 | | 2 | 0 | 3 | 5:00 PM | 0 | | 0 | 0 | 0 | 5:00 PM | 0 | | 0 | 0 | 0 |
| 5:05 PM | 5 | | 0 | 0 | 5 | 5:05 PM | 0 | | 0 | 0 | 0 | 5:05 PM | 0 | | 0 | 0 | 0 |
| 5:10 PM | 0 | | 0 | 0 | 0 | 5:10 PM | 0 | | 0 | 0 | 0 | 5:10 PM | 0 | | 0 | 0 | 0 |
| 5:15 PM | 5 | | 1 | 0 | 6 | 5:15 PM | 0 | | 0 | 0 | 0 | 5:15 PM | 0 | | 0 | 0 | 0 |
| 5:20 PM | 1 | | 0 | 1 | 2 | 5:20 PM | 0 | | 0 | 0 | 0 | 5:20 PM | 0 | | 0 | 0 | 0 |
| 5:25 PM | 3 | | 1 | 0 | 4 | 5:25 PM | 0 | | 0 | 0 | 0 | 5:25 PM | 0 | | 0 | 0 | 0 |
| 5:30 PM | 0 | | 0 | 1 | 1 | 5:30 PM | 0 | | 0 | 0 | 0 | 5:30 PM | 0 | | 0 | 0 | 0 |
| 5:35 PM | 3 | | 0 | 0 | 3 | 5:35 PM | 0 | | 0 | 0 | 0 | 5:35 PM | 0 | | . 0 | 0 | 0 |
| 5:40 PM | 2 | | 0 | 0 | 2 | 5:40 PM | 0 | | 0 | 0 | 0 | 5:40 PM | 0 | | 0 | 0 | 0 |
| 5:45 PM | 3 | | 0 | 0 | 3 | 5:45 PM | 0 | | 0 | 0 | 0 | 5:45 PM | 0 | | 0 | 0 | 0 |
| 5:50 PM | 0 | | 2 | 0 | 2 | 5:50 PM | 0 | | 0 | 0 | 0 | 5:50 PM | 0 | | 0 | 0 | 0 |
| 5:55 PM | 3 | | 1 | 0 | 4 | 5:55 PM | 0 | | 0 | 0 | C | 5:55 PM | 0 | | 0 | 0 | 0 |
| Count Total | 54 | | 33 | 7 | 94 | Count Total | 1 | | 1 | 0 | 2 | Count Total | 0 | | 0 | 1 | 1 |
| Peak Hour | 27 | | 23 | 4 | 54 | Peak Hour | 1 | | 1 | 0 | 2 | Peak Hour | 0 | | 0 | 1 | 1 |

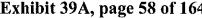


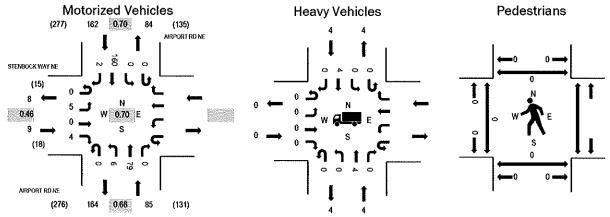


Exhibit 39A, page 58 of 164 Location: 4 AIRPORT RD NE & STENBOCK WAY NE PM

Date: Tuesday, September 19, 2023 Peak Hour: 04:15 PM - 05:15 PM

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

Peak Hour



Note: Total study counts contained in parentheses.

| | HV% | PHF |
|-----|------|------|
| EB | 0.0% | 0.46 |
| WB | | |
| NB | 4.7% | 0.66 |
| SB | 2.5% | 0.70 |
| All | 3.1% | 0.70 |

| Interval | | East | CK WAY | | | | bound | | | | RT RD NE abound | | | | T RD NE abound | | | Rolli |
|-------------|-------|------|--------|-------|--------|------|-------|-------|-------|------|--------------------|-------|--------|------|-------------------|-------|-------|-------|
| Start Time | U-Tum | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Tum | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | Hou |
| 4:00 PM | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 6 | 0 | 0 | 0 | 7 | 0 | 13 | 2 |
| 4:05 PM | 0 | 1 | 0 | 1 | | | | | 0 | 0 | 4 | 0 | 0 | 0 | 13 | 0 | 19 | 2 |
| 4:10 PM | 0 | 2 | 0 | 1 | | | | | 0 | 0 | 4 | 0 | 0 | 0 | 9 | 0 | 16 | 2 |
| 4:15 PM | 0 | 0 | 0 | 2 | | | | | 0 | 0 | 8 | 0 | 0 | 0 | 13 | 0 | 23 | - 2 |
| 4:20 PM | 0 | 0 | 0 | 1 | 1000 | | | | 0 | 1 | 4 | 0 | 0 | 0 | 14 | 1 | 21 | - 2 |
| 4:25 PM | 0 | 0 | 0 | - 0 | | | | | 0 | 0 | 4 | 0 | 0 | 0 | 6 | 0 | 10 | 2 |
| 4:30 PM | - 0 | 0 | 0 | 0 | | | | | . 0 | -1 | 6 | 0 | - 0 | 0 | 22 | θ | 29 | 1 |
| 4:35 PM | 0 | 7 | 0 | Ø | | | | | 0 | 2 | 14 | 0 | 0 | 0 | 21 | 0 | 39 | 7 |
| 4:40 PM | 0 | 0 | 0 | 0 | | | | | 0 | - 1 | 7 | - 0 | - 0 | 0 | 14 | - 1 | 23 | 2 |
| 4:45 PM | 0 | 0 | 0 | 1 | | | | | 0 | 0 | 8 | 0 | 0 | 0 | 14 | 0 | 23 | 1 |
| 4:50 PM | 0 | - 1 | 0 | 0 | | | | | 0 | 0 | 4 | 0 | 0 | 0 | 9 | 0 | 14 | 4 |
| 4:55 PM | 0 | 1 | 0 | 0 | | | | | 0 | 0 | 4 | 0 | 0 | 0 | 15 | . 0 | 20 | 1 |
| 5:00 PM | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 8 | 0 | 0 | 0 | 10 | 0 | 18 | 1 |
| 5:05 PM | 0 | 0 | 0 | 0 | | | | | 0 | - 1 | 5 | 0 | 0 | 0 | 10 | 0 | 16 | |
| 5:10 PM | 0 | 1 | 0 | 0 | | | | | 0 | 0 | 7 | 0 | 0 | 0 | 12 | 0 | 20 | |
| 5:15 PM | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 10 | |
| 5:20 PM | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 3 | 0 | 0 | 0 | 11 | 0 | 14 | |
| 5:25 PM | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 2 | 0 | 0 | 0 | 14 | 1 | 17 | |
| 5:30 PM | 0 | 1 | 0 | 1 | | | | | 0 | 0 | 3 | 0 | 0 | 0 | 10 | 0 | 15 | |
| 5:35 PM | 0 | 1 | 0 | 0 | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 10 | |
| 5:40 PM | 0 | 0 | 0 | 1 | | | | | 0 | 0 | 2 | 0 | 0 | 0 | 11 | 2 | 16 | • |
| 5:45 PM | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 2 | 12 | |
| 5:50 PM | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 8 | 0 | 0 | 0 | 10 | 0 | 18 | |
| 5:55 PM | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 4 | 0 | 0 | 0 | 5 | 1 | 10 | |
| Count Total | 0 | 10 | 0 | 8 | | | | | 0 | 6 | 125 | 0 | 0 | 0 | 268 | 9 | 426 | |
| Peak Hour | 0 | 5 | 0 | 4 | | | | | 0 | 6 | 79 | 0 | 0 | 0 | 160 | 2 | 256 | - |

Exhibit 39A, page 59 of 164
Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

| Interval | | Hea | vy Vehicle | es | | Interval | | Bicycle | s on Roa | dway | | Interval | Ped | lestrians/B | icycles o | n Crosswall | k |
|-------------|-----|-----|------------|-----|-------|-------------|-----|---------|----------|------|-------|-------------|-----|-------------|-----------|-------------|-------|
| Start Time | ЕΒ | NB | WB | SB | Total | Start Time | EB | NB | WB | SB | Tolal | Start Time | EB | NB | WB | SB | Total |
| 4:00 PM | 0 | 2 | | 0 | 2 | 4:00 PM | 0 | 0 | | 0 | 0 | 4:00 PM | 0 | 0 | | 0 | 0 |
| 4:05 PM | 0 | 0 | | 0 | 0 | 4:05 PM | 0 | 0 | | 0 | 0 | 4:05 PM | 0 | 0 | | 0 | 0 |
| 4:10 PM | 0 | 0 | | 1 | i | 4:10 PM | 0 | 0 | | 0 | 0 | 4:10 PM | 0 | 0 | | 0 | 0 |
| 4:15 PM | 0 | 0 | | 2 | 2 | 4:15 PM | 0 | 0 | | 0 | 0 | 4:15 PM | 0 | 0 | | 0 | 0 |
| 4:20 PM | 0 | 0 | | 2 | 2 | 4:20 PM | 0 | 0 | | 0 | 0 | 4:20 PM | 0 | 0 | | 0 | 0 |
| 4:25 PM | 0 | - 0 | | 0 | 0 | 4:25 PM | 0 | 0 | | -0 | 0 | 4:25 PM | 0 | 0 | | 0 | 0 |
| 4:30 PM | 0 | - 2 | | 0 | 2 | 4.30 PM | 0 | 0 | | 0 | 0 | 4:30 PM | 0 | 0 | | 0 | 0 |
| 4:35 PM | - 0 | 0 | | - 0 | 0 | 4:85 PM | - 0 | - 1 | | - 0 | 1 | 4:35-PM | - 0 | - 0 | | - 0 | 0 |
| 4:40 PM | 0 | 0 | | 0 | 0 | 4:40 PM | 0 | - 0 | | - 0 | 0 | 1:40 PM | 0 | 0 | | 0 | 0 |
| 4:45 PM | 0 | 2 | | 0 | - 2 | 4:45 PM | 0 | - 1 | | 0 | 1 | 4:45 PM | 0 | 0 | | 0 | 0 |
| 4:50 PM | 0 | 0 | | 0 | 0 | 4:50 PM | 0 | 0 | | 0 | 0 | 4:50 PM | 0 | 0 | | 0 | 0 |
| 4:55 PM | 0 | 0 | | 0 | 0 | 4:55 PM | 0 | 0 | | 0 | 0 | 4:55 PM | 0 | 0 | | 0 | 0 |
| 5:00 PM | 0 | 0 | | 0 | 0 | 5:00 PM | 0 | 0 | | 0 | 0 | 5:00 PM | 0 | 0 | | 0 | 0 |
| 5:05 PM | 0 | 0 | | 0 | 0 | 5:05 PM | 0 | 0 | | 0 | 0 | 5:05 PM | 0 | 0 | | 0 | 0 |
| 5:10 PM | 0 | 0 | | 0 | 0 | 5:10 PM | 0 | 0 | | 0 | 0 | 5:10 PM | 0 | 0 | | 0 | 0 |
| 5:15 PM | 0 | 0 | | 0 | 0 | 5:15 PM | 0 | 0 | | 0 | 0 | 5:15 PM | 0 | 0 | | 0 | 0 |
| 5:20 PM | 0 | 0 | | 1 | 1 | 5:20 PM | 0 | 0 | | 0 | 0 | 5:20 PM | 0 | 0 | | 0 | 0 |
| 5:25 PM | 0 | 0 | | 0 | 0 | 5:25 PM | 0 | 0 | | 0 | 0 | 5:25 PM | 0 | 0 | | 0 | 0 |
| 5:30 PM | 0 | 0 | | 1 | 1 | 5:30 PM | 0 | 0 | | 0 | 0 | 5:30 PM | 0 | 0 | | 0 | 0 |
| 5:35 PM | 0 | 0 | | 0 | 0 | 5:35 PM | 0 | 0 | | 0 | 0 | 5:35 PM | 0 | 0 | | 0 | 0 |
| 5:40 PM | 0 | 0 | | 0 | 0 | 5:40 PM | 0 | 0 | | 0 | 0 | 5:40 PM | 0 | 0 | | 0 | 0 |
| 5:45 PM | 0 | 0 | | 0 | 0 | 5:45 PM | 0 | 0 | | 0 | 0 | 5:45 PM | 0 | 0 | | 0 | 0 |
| 5:50 PM | 0 | 0 | | 0 | 0 | 5:50 PM | 0 | 0 | | 0 | 0 | 5:50 PM | 0 | 0 | | 0 | 0 |
| 5:55 PM | 0 | 1 | | 0 | 1 | 5:55 PM | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 |
| Count Total | 0 | 7 | | 7 | 14 | Count Total | 0 | 2 | | 0 | 2 | Count Total | 0 | 0 | | 0 | 0 |
| Peak Hour | 0 | 4 | | 4 | 8 | Peak Hour | 0 | 2 | | 0 | 2 | Peak Hour | 0 | 0 | | 0 | 0 |

Exhibit 39A, page 60 of 164

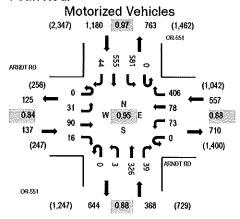


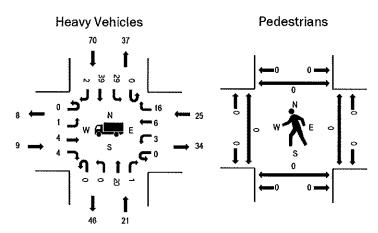
(303) 216-2439 www.alltrafficdata.net Location: 5 OR-551 & ARNDT RD PM Date: Tuesday, September 19, 2023

Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:05 PM - 04:20 PM

Peak Hour





Note: Total study counts contained in parentheses.

| | HV% | PHF |
|-----|------|------|
| E8 | 6.6% | 0.84 |
| WB | 4.5% | 88.0 |
| NB | 5.7% | 88.0 |
| SB | 5.9% | 0.97 |
| All | 5.6% | 0.95 |

| Interval | | | DT RD oound | | | ARNI Westi | DT RD oound | | | OR- North | -551 ibound | | | | -551 1bound | | | Rolling |
|-------------|-------|------|----------------|-------|--------|---------------|----------------|-------|--------|--------------|----------------|-------|--------|-------|----------------|-------|-------|---------|
| Start Time | U-Tum | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | Hour |
| 4:00 PM | 0 | 3 | 12 | 1 | 0 | 3 | 3 | 35 | 0 | 0 | 9 | 1 | 0 | 62 | 45 | - 5 | 179 | 2,242 |
| 4:85 PM | 0 | - 1 | 3 | 4 | 0 | 6 | 9 | 31 | 0 | 1 | 34 | 5 | 0 | 46 | 58 | 2 | 200 | 2,224 |
| 4:10:PM | 0 | 3 | 13 | 1 | - 0 | - 11 | 5 | 32 | 0 | 0 | 17 | 4 | 0 | 39 | 51 | 4 | 180 | 2,217 |
| 4:15 PM | 0 | 3 | 6 | 2 | 0 | 8 | 4 | 35 | 0 | - 1 | 43 | 6 | 0 | 50 | 45 | 6 | 209 | 2,233 |
| 4:20 PM | 0 | 2 | 9 | 2 | 0 | 5 | 6 | 40 | 0 | 0 | 29 | 3 | 0 | 47 | 50 | 5 | 198 | 2,233 |
| 4:25 PM | 0 | 0 | - 6 | 2 | 0 | 5 | - 4 | 32 | 0 | 0 | 27 | 3 | 0 | 60 | 39 | 4 | 182 | 2,269 |
| 4:30 PM | 0 | 5 | 2 | 2 | 0 | 6 | 4 | 29 | 0 | 0 | 27 | 1 | 0 | 32 | 51 | 5 | 164 | 2,205 |
| 4:35 PM | 0 | 3 | 8 | 0 | 0 | 11 | 7 | 37 | 0 | 0 | 27 | 1 | 0 | 52 | 40 | 1 | 187 | 2,217 |
| 4:40 PM | 0 | 2 | 7 | 0 | 0 | 4 | g | 42 | 0 | 0 | 26 | 6 | 0 | 51 | 38 | 2 | 187 | 2,208 |
| 4:45 PM | 0 | 6 | - 8 | 2 | 0 | 4 | 10 | 32 | - 0 | 0 | 25 | 4 | 0 | 42 | 36 | 1 | 170 | 2,171 |
| 4:50 PM | 0 | 1 | 10 | 0 | 0 | - 6 | 4 | 28 | 0 | 1 | 34 | 1 | 0 | 59 | 55 | 6 | 205 | 2,208 |
| 4:55 PM | 0 | 2 | 6 | 0 | 0 | 4 | 13 | 33 | 0 | 0 | 28 | 4 | 0 | 41 | 47 | 3 | 181 | 2,159 |
| 5:00 PM | 0 | 0 | 11 | 0 | 0 | 2 | 6 | 25 | 0 | 0 | 20 | 7 | 0 | 45 | 41 | 4 | 161 | 2,123 |
| 5:05 PM | 0 | 5 | 7 | 0 | 0 | 6 | 13 | 40 | 0 | 2 | 35 | 5 | 0 | 42 | 33 | 5 | 193 | |
| 5:10 PM | 0 | 2 | 6 | 1 | 0 | 6 | 6 | 36 | 0 | 1 | 28 | 1 | 0 | 53 | 52 | 4 | 196 | |
| 5:15 PM | 0 | 4 | 7 | 3 | 0 | 6 | 5 | 45 | 0 | 0 | 26 | 1 | 0 | 57 | 49 | 6 | 209 | |
| 5:20 PM | 0 | 2 | 5 | 3 | 0 | 7 | - 13 | 28 | 0 | 1 | 20 | 2 | 0 | 49 | 40 | 4 | 174 | |
| 5:25 PM | 0 | 0 | 10 | 2 | 0 | 2 | 6 | 21 | 0 | 0 | 28 | 3 | 0 | 57 | 46 | 3 | 178 | |
| 5:30 PM | 0 | i | 2 | 0 | 0 | 4 | 3 | 40 | 0 | 1 | 21 | 1 | 0 | 53 | 47 | 3 | 176 | |
| 5:35 PM | 0 | 2 | 6 | 0 | 0 | 3 | 5 | 30 | 0 | 0 | 26 | 6 | 0 | 50 | 48 | 2 | 178 | |
| 5:40 PM | 0 | 0 | 3 | 1 | 0 | 4 | 6 | 20 | 0 | 1 | 21 | 2 | 0 | 48 | 40 | 4 | 150 | |
| 5:45 PM | 0 | 1 | 3 | 0 | 0 | 3 | 5 | 27 | 0 | 5 | 40 | 2 | 0 | 57 | 61 | 3 | 207 | |
| 5:50 PM | 0 | 4 | 8 | 0 | 0 | 2 | 5 | 26 | 0 | 0 | 12 | 3 | 0 | 50 | 46 | 0 | 156 | |
| 5:55 PM | 0 | 3 | 6 | 2 | 0 | 1 | 4 | 24 | 0 | 2 | 36 | 2 | 0 | 20 | 42 | 3 | 145 | |
| Count Total | 0 | 55 | 164 | 28 | 0 | 119 | 155 | 768 | 0 | 16 | 639 | 74 | 0 | 1,162 | 1,100 | 85 | 4,365 | |
| Peak Hour | 0 | 31 | 90 | 16 | 0 | 73 | 78 | 406 | 0 | 3 | 326 | 39 | 0 | 581 | 555 | 44 | 2,242 | _ |

Exhibit 39A, page 61 of 164
Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

| Interval | | Hea | avy Vehicles | 3 | Interval | | Bicycle | s on Road | way | Interval | Ped | estrians/B | icycles on | Crosswa | lk |
|-------------|-----|-----|--------------|-----|------------------|-----|---------|-----------|-----|------------------|-----|------------|------------|---------|-------|
| Start Time | EB | NB | WB | SB | Total Start Time | EΒ | N8 | WB | SB | Total Start Time | EB | NB | WB | SB | Total |
| 4:00 PM | 1 | - 1 | 2 | 4 | 8 4:00 PM | 0 | 0 | 0 | 0 | 0 4:00 PM | 0 | 0 | 0 | 0 | 0 |
| 4.05 PM | - 1 | 6 | - 5 | 9 | 21 485 PM | 0 | 0 | - 0 | - 0 | 0 4:08 PM | 0 | 0 | - 0 | 0 | 0 |
| 4:10 PM | - 1 | 2 | 2 | 8. | 13 4 10 PM | 0 | 0 | - 0 | - 0 | 0 ATOPM | 0 | 0 | - 0 | - 0 | 0 |
| 4:15 PM | 0 | 4 | 2 | - 6 | 12 4:15 PM | - 0 | 0 | - 0 | 0 | 0 416 PM | .0 | 0 | 0 | 0 | 0 |
| 4:20 PM | 0 | 0 | - 1 | 8 | 9 4:20 PM | 0 | 0 | 0 | 0 | 0 4:20 PM | 0 | 0 | 0 | 0 | 0 |
| 4:25 PM | 2 | 2 | 2 | 4 | 10 4:25 PM | 0 | 0 | 0 | 0 | 0 4:25 PM | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 1 | - 1 | 0 | 7 | 9 4:30 PM | 0 | 0 | 0 | 0 | 0 4:30 PM | 0 | 0 | 0 | 0 | 0 |
| 4:35 PM | 0 | 2 | 3 | 3 | 8 4:35 PM | 0 | 0 | 0 | 0 | 0 435 PM | 0 | 0 | 0 | 0 | 0 |
| 4:40 PM | - 1 | 0 | 0 | 4 | 5 4:40 PM | 0 | 0 | 0 | 0 | 0 4:40 PM | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 2 | 3 | 0 | 9 | 14 4:45 PM | 0 | 0 | 0 | 0 | 0 4:45 PM | 0 | 0 | 0 | 0 | 0 |
| 4:50 PM | 0 | 0 | 4 | 3 | 7 4:50 PM | 0 | 0 | 0 | 0 | 0 4:50 PM | 0 | 0 | 0 | 0 | 0 |
| 4:55 PM | 0 | 0 | 4 | 5 | 9 4:55 PM | 0 | . 0 | 0 | 0 | 0 4:55 PM | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 3 | 0 | 4 | 7 5:00 PM | 0 | 0 | 0 | 0 | 0 5:00 PM | 0 | 0 | 0 | 0 | 0 |
| 5:05 PM | 0 | 1 | 1 | 13 | 15 5:05 PM | 0 | 0 | 0 | 0 | 0 5:05 PM | 0 | 0 | 0 | 0 | 0 |
| 5:10 PM | 0 | 1 | 2 | 5 | 8 5:10 PM | 0 | 0 | 0 | 0 | 0 5:10 PM | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 2 | 0 | 3 | 2 | 7 5:15 PM | 0 | 0 | 0 | 0 | 0 5:15 PM | 0 | 0 | 0 | 0 | 0 |
| 5:20 PM | 1 | 1 | 1 | 2 | 5 5:20 PM | 0 | 0 | 0 | 0 | 0 5:20 PM | 0 | 0 | 0 | 0 | 0 |
| 5:25 PM | 0 | 1 | 2 | 3 | 6 5:25 PM | 0 | 0 | 0 | 0 | 0 5:25 PM | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 3 | 3 | 4 | 10 5:30 PM | 0 | 0 | 0 | 0 | 0 5:30 PM | 0 | 0 | 0 | 0 | 0 |
| 5:35 PM | 1 | 1 | 2 | 2 | 6 5:35 PM | 0 | 0 | 0 | 0 | 0 5:35 PM | 0 | 0 | 0 | 0 | 0 |
| 5:40 PM | 0 | 1 | 0 | 7 | 8 5:40 PM | 0 | 0 | 0 | 0 | 0 5:40 PM | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 2 | 0 | 2 | 4 5:45 PM | 0 | 0 | 0 | 0 | 0 5:45 PM | 0 | 0 | 0 | 0 | 0 |
| 5:50 PM | 0 | 1 | 1 | 4 | 6 5:50 PM | 0 | 0 | 0 | 0 | 0 5:50 PM | 0 | 0 | 0 | 0 | 0 |
| 5:55 PM | 0 | 2 | 1 | 2 | 5 5:55 PM | 0 | 0 | 0 | 0 | 0 5:55 PM | 0 | 0 | 0 | 0 | 0 |
| Count Total | 13 | 38 | 41 | 120 | 212 Count Total | 0 | 0 | 0 | 0 | 0 Count Total | 0 | 0 | 0 | 0 | 0 |
| Peak Hour | 9 | 21 | 25 | 70 | 125 Peak Hour | 0 | 0 | 0 | 0 | 0 Peak Hour | 0 | 0 | 0 | 0 | 0 |

Exhibit 39A, page 62 of 164

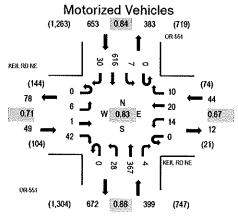


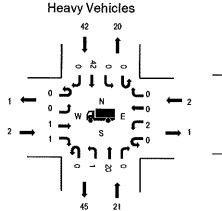
(303) 216-2439 www.alltrafficdata.net Location: 6 OR-551 & KEIL RD NE PM Date: Tuesday, September 19, 2023

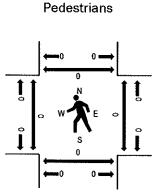
Peak Hour: 04:05 PM - 05:05 PM

Peak 15-Minutes: 04:05 PM - 04:20 PM

Peak Hour







Note: Total study counts contained in parentheses.

| | HV% | PHF |
|-----|------|------|
| EB | 4.1% | 0.71 |
| WB | 4.5% | 0.67 |
| NB | 5.3% | 0.88 |
| SB | 6.4% | 0.84 |
| All | 5.9% | 0.83 |

| Start Time U-Tu 4:00 PM 4:05 PM | um O | Left | | O'. I.I. | 11.7 | | oound | | | | bound | *** | | | hbound | | | Rolling |
|---------------------------------|----------------|------|------|----------|--------|------|-------|-------|--------|------|-------|-------|--------|------|--------|-------|-------|----------------------|
| | 0 | | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | Hour |
| 4:05 PM | market Allegan | 1 | 0 | 7 | 0 | 2 | 2 | 0 | 0 | 2 | 21 | 0 | 0 | 0 | 49 | 4 | 88 | 1,135 |
| | 0 | 0 | 1 | 4 | Đ | - 1 | 1 | - 1 | 0 | - 1 | 31 | - 1 | 0 | 0 | 73 | - 1 | 115 | 1,148 |
| | 0 | 2 | 0 | 12 | 0 | 0 | 3 | 2 | 0 | 0 | 43 | 0 | 0 | 0 | 59 | 3 | 124 | 1,12 |
| 4:15 PM | 0 | 0 | . 0 | 6 | - 0 | 1 | - 1 | 0 | 0 | - 1 | 36 | | 0 | 4 | 53 | 2 | 107 | 1,97 |
| | 0 | 1 | 0 | 3 | 0 | 1 | 2 | 1 | 0 | 4 | 23 | 0 | 0 | 0 | 48 | 4 | 87 | 1,07 |
| | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 20 | 0 | 0 | 0 | 49 | 4 | 78 | 1,06 |
| | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 2 | 24 | 0 | 0 | 2 | 46 | 3 | 80 | 1,07 |
| 4:35 PM | 0 | 0 | 0 | 1 | 0 | 5 | 4 | 0 | 0 | 2 | 28 | 1 | 0 | 0 | 52 | 4 | 97 | 1,06 |
| 4:40 PM | 0 | 0 | 0 | 5 | 0 | 1 | - 2 | 2 | 0 | 0 | 30 | 0 | 0 | 0 | 43 | 3 | 86 | 1,05 |
| 4:45 PM | 0 | 2 | 0 | 2 | 0 | 2 | 1 | 2 | 0 | 5 | 42 | 1 | 0 | 0 | 40 | - 1 | 98 | 1,06 |
| 4:50 PM | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 22 | 0 | 0 | 0 | 54 | 4 | 85 | 1,05 |
| 4:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 33 | 0 | 0 | 0 | 49 | 1 | 90 | 1,07 |
| 5:00 PM | 0 | 0 | 0 | 7 | 0 | 2 | - 1 | 1 | 0 | 3 | 33 | 0 | 0 | - 1 | 50 | 0 | 98 | 1,05 |
| 5:05 PM | 0 | 0 | 0 | 2 | 0 | 3 | 5 | 2 | 0 | 2 | 37 | 1 | 0 | 0 | 39 | 2 | 93 | 10/02/03/03/03/03/04 |
| 5:10 PM | 0 | 2 | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 3 | 16 | 0 | 0 | 0 | 44 | 1 | 71 | |
| 5:15 PM | 0 | 0 | 0 | 3 | 0 | 0 | 2 | 1 | 0 | 5 | 32 | 0 | 0 | 0 | 59 | 5 | 107 | |
| 5:20 PM | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 2 | 24 | 0 | 0 | 0 | 51 | 0 | 80 | |
| 5:25 PM | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 30 | 0 | 0 | 1 | 47 | 2 | 85 | |
| 5:30 PM | 0 | 2 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 2 | 22 | 1 | 0 | 0 | 39 | 2 | 73 | |
| 5:35 PM | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 24 | 1 | 0 | 0 | 56 | 3 | 88 | |
| 5:40 PM | 0 | 1 | 0 | 4 | 0 | 0 | 1 | 1 | 0 | 2 | 40 | 1 | 0 | 0 | 44 | 0 | 94 | |
| 5:45 PM | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 27 | 1 | 0 | 1 | 55 | 3 | 93 | |
| 5:50 PM | 0 | 3 | 0 | 5 | 0 | 0 | í | 1 | 0 | 2 | 27 | 0 | 0 | 0 | 57 | 4 | 100 | |
| 5:55 PM | 0 | 1 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 3 | 18 | 0 | 0 | 1 | 40 | 1 | 71 | |
| Count Total | 0 | 16 | 2 | 86 | 0 | 22 | 34 | 18 | 0 | 53 | 685 | 9 | 0 | 10 | 1,196 | 57 | 2,188 | |
| Peak Hour | 0 | 6 | 1 | 42 | 0 | 14 | 20 | 10 | 0 | 28 | 367 | 4 | 0 | 7 | 616 | 30 | 1,145 | |

Exhibit 39A, page 63 of 164
Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

| Interval | | He | avy Vehicle | es | | Interval | | Bicycle | s on Road | way | | Interval | Pede | strians/B | icycles on | Crosswal | lk |
|-------------|-----|-----|-------------|-----|-------|-------------|----|---------|-----------|-----|-------|-------------|------|-----------|------------|----------|-------|
| Start Time | E8 | NB | WB | SB | Total | Start Time | EB | NB | WB | SB | Total | Start Time | EB | NB | WB | SB | Total |
| 4:00 PM | 0 | 5 | 0 | 3 | 8 | 4:00 PM | 0 | 0 | 0 | 0 | 0 | 4:00 PM | 0 | 0 | 0 | 0 | 0 |
| 4:05 PM | * 1 | - 2 | 0 | 4 | 7 | 4.05 PM | 0 | 0 | - 1 | -0 | * × 1 | 4:05 PM | 0 | | 0 | 0 | - 0 |
| 4.10 PM | 0 | 4 | - 0 | - 5 | 9 | 4.10 PM | 0 | 0 | - 0 | 0 | 0 | 4:10 PM | - 6 | ij | 0 | 0 | - 0 |
| 4:15 PM | 0 | 2 | - 1 | 6 | 9 | 4:45 PM | 0 | - 0 | 0 | 0 | 0 | 4:16 PM | 0 | 0 | 0 | 0 | 0 |
| 4:20 PM | 0 | 2 | 0 | 4 | 6 | 4:20 PM | 0 | 0 | .0 | 0 | 0 | 4:20 PM | 0 | 0 | 0 | 0 | 0 |
| 4:25 PM | 0 | 0 | 0 | 4 | 4 | 4:25 PM | 0 | - 1 | 0 | 0 | 1 | 4:25 PM | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 1 | 2 | 0 | 6 | 9 | 4:30 PM | 0 | 0 | 0 | 0 | Ó | 4:30 PM | - 0 | 0 | 0 | 0 | 0 |
| 4:35 PM | 0 | 2 | 0 | 3 | 5 | 4:35 PM | 0 | 0 | 0 | 0 | 0 | 4:35 PM | 0 | 0 | 0 | 0 | 0 |
| 4:40 PM | 0 | 0 | 0 | 1 | 1 | 4:40 PM | 0 | 0 | 0 | 0 | 0 | 4;40 PM | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 3 | - 1 | 3 | 7 | 4:45 PM | 0 | 0 | 0 | 0 | 0 | 4:45 PM | 0 | 0 | 0 | 0 | 0 |
| 4:50 PM | 0 | 0 | 0 | 3 | 3 | 4:50 PM | 0 | 0 | 0 | 0 | 0 | 4:50 PM | 0 | 0 | 0 | 0 | 0 |
| 4:55 PM | 0 | 2 | 0 | 2 | 4 | 4:55 PM | 0 | 0 | 0 | 0 | 0 | 4:55 PM | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 2 | 0 | 1 | 3 | 5:00 PM | 0 | 0 | 0 | 0 | 0 | 5:00 PM | 0 | 0 | 0 | 0 | 0 |
| 5:05 PM | 0 | 0 | 0 | 7 | 7 | 5:05 PM | 0 | 0 | 0 | 0 | 0 | 5:05 PM | 0 | 0 | 0 | 0 | 0 |
| 5:10 PM | 0 | 1 | 0 | 3 | 4 | 5:10 PM | 0 | 0 | 0 | 0 | C | 5:10 PM | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 1 | 0 | í | 2 | 5:15 PM | 0 | 0 | 0 | 0 | C | 5:15 PM | 0 | 0 | 0 | 0 | 0 |
| 5:20 PM | 0 | 3 | 0 | 3 | 6 | 5:20 PM | 0 | 0 | 0 | 0 | C | 5:20 PM | 0 | 0 | 0 | 0 | 0 |
| 5:25 PM | 0 | 3 | 0 | 1 | 4 | 5:25 PM | 0 | 0 | 0 | 0 | 0 | 5:25 PM | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 1 | 0 | 1 | 2 | 5:30 PM | 0 | 0 | 0 | 0 | (| 5:30 PM | 0 | 0 | 0 | 0 | 0 |
| 5:35 PM | 0 | 0 | 0 | 1 | 1 | 5:35 PM | 0 | 0 | 0 | 0 | (| 5:35 PM | 0 | 0 | 0 | 0 | 0 |
| 5:40 PM | 1 | 2 | 0 | 4 | 7 | 5:40 PM | 0 | 0 | 0 | 0 | 0 | 5:40 PM | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 1 | 0 | 4 | 5 | 5:45 PM | 0 | 0 | 0 | 0 | (| 5:45 PM | 0 | 0 | 0 | 0 | 0 |
| 5:50 PM | 0 | 4 | 0 | 3 | 7 | 5:50 PM | 0 | 0 | 0 | 0 | (| 5:50 PM | 0 | 0 | 0 | 0 | 0 |
| 5:55 PM | 0 | 0 | 0 | 0 | C | 5:55 PM | 0 | 0 | 0 | 0 | (| 5:55 PM | 0 | 0 | 0 | 0 | 0 |
| Count Total | 3 | 42 | 2 | 73 | 120 | Count Total | 0 | 1 | 1 | 0 | 2 | Count Total | 0 | 0 | 0 | 0 | 0 |
| Peak Hour | 2 | 21 | 2 | 42 | 67 | Peak Hour | 0 | 1 | 1 | 0 | 2 | Peak Hour | 0 | 0 | 0 | 0 | 0 |

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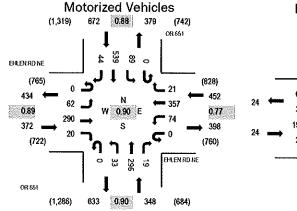


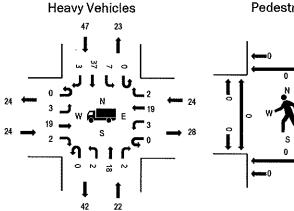
(303) 216-2439 www.ailtrafficdata.net Location: 7 OR-551 & EHLEN RD NE PM

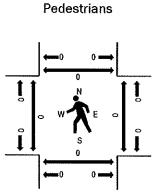
Date: Tuesday, September 19, 2023 Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:10 PM - 04:25 PM

Peak Hour







Note: Total study counts contained in parentheses.

| | HV% | PHF |
|-----|------|------|
| EB | 6.5% | 0.89 |
| WB | 5.3% | 0.77 |
| NB | 6.3% | 0.90 |
| SB | 7.0% | 88.0 |
| ΑII | 6.3% | 0.90 |

| Interval | | EHLEN Eastb | N RD NE | | | | N RD NE | | | OR- | -551 bound | | | | -551 abound | | | Rolling |
|-------------|-------|----------------|---------|-------|--------|------|---------|-------|-------|------|---------------|-------|--------|------|----------------|-------|-------|---------|
| Start Time | U-Tum | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Tum | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | Hour |
| 4:00 PM | 0 | 0 | 30 | 4 | 0 | 7 | 26 | 2 | 0 | 3 | 18 | 0 | 0 | 15 | 50 | 7 | 162 | 1,844 |
| 4:05 PM | 0 | 6 | 19 | 0 | 0 | 4 | 21 | 1 | 0 | 4 | 29 | 1 | 0 | 7 | 52 | 2 | 146 | 1,844 |
| 4:10 PM | - 0 | 8 | 23 | 4 | 0 | 6 | 46 | 3 | 0 | 3 | 29 | 2 | 0 | 9 | 42 | 2 | 177 | 1,844 |
| 4:15/PM | 0 | 7 | 25 | 3 | 0 | 12 | 35 | 2 | 0 | 2 | 31 | 1 | 0 | 9 | 49 | 2 | 178 | 1,803 |
| 4:20 PM | - 0 | 2 | 34 | - 1 | 0 | 7 | 34 | - 4 | 0 | - 1 | 19 | - 1 | 0 | 4 | 52 | - 0 | 159 | 1,774 |
| 4:25 PM | 0 | 4 | 20 | 1 | 0 | 4 | 26 | 0 | 0 | 3 | 20 | 7 | 0 | 10 | 61 | 4 | 160 | 1,764 |
| 4:30 PM | 0 | 4 | 33 | 2 | 0 | 4 | 30 | 3 | 0 | - 5 | 20 | 0 | 0 | 6 | 42 | 5 | 154 | 1,748 |
| 4:35 PM | 0 | - 8 | 19 | 1 | 0 | 5 | 41 | 0 | 0 | 2 | 29 | 1 | 0 | 8 | 41 | 8 | 163 | 1,716 |
| 4:40 PM | 0 | 13 | 24 | 2 | 0 | - 8 | 31 | 0 | 0 | 1 | 19 | 3 | 0 | 4 | 36 | - 1 | 142 | 1,690 |
| 4:45 PM | 0 | 2 | 21 | 0 | 0 | 4 | 28 | 4 | 0 | 1 | 31 | 2 | 0 | 5 | 37 | 4 | 139 | 1,703 |
| 4:50 PM | 0 | 2 | 25 | 2 | 0 | 6 | 17 | - 1 | 0 | 1 | 21 | 0 | 0 | 4 | 39 | 4 | 122 | 1,686 |
| 4:55 PM | 0 | 6 | 17 | 0 | 0 | 7 | 22 | 1 | 0 | 7 | 30 | - 1 | 0 | 8 | 38 | 5 | 142 | 1,713 |
| 5:00 PM | 0 | 10 | 20 | 0 | 0 | 2 | 18 | 0. | 0 | 3 | 40 | 0 | 0 | 11 | 57 | 1 | 162 | 1,709 |
| 5:05 PM | 0 | 5 | 29 | 3 | 0 | 9 | 35 | 1 | 0 | 0 | 22 | 5 | 0 | 6 | 27 | 4 | 146 | |
| 5:10 PM | 0 | 3 | 20 | 3 | 0 | 4 | 22 | 1 | 0 | 0 | 25 | 0 | 0 | 6 | 50 | 2 | 136 | |
| 5:15 PM | 0 | 6 | 16 | 5 | 0 | 4 | 39 | 1 | 0 | 1 | 21 | 3 | 0 | 7 | 44 | 2 | 149 | |
| 5:20 PM | 0 | 2 | 22 | 4 | 0 | 4 | 22 | 0 | 0 | 2 | 26 | 1 | 0 | 10 | 51 | 5 | 149 | |
| 5:25 PM | 0 | 2 | 38 | 2 | 0 | 6 | 27 | 1 | 0 | 3 | 21 | 0 | 0 | 7 | 34 | 3 | 144 | |
| 5:30 PM | 0 | 3 | 13 | 1 | 0 | 6 | 22 | 1 | 0 | 2 | 25 | 1 | 0 | 6 | 39 | 3 | 122 | |
| 5:35 PM | 0 | 5 | 22 | 4 | 0 | 6 | 19 | 2 | 0 | 0 | 22 | 1 | 0 | 7 | 48 | 1 | 137 | |
| 5:40 PM | 0 | 8 | 24 | 5 | 0 | 10 | 20 | 2 | 0 | 3 | 32 | 4 | 0 | 2 | 45 | 0 | 155 | |
| 5:45 PM | 0 | 4 | 17 | 3 | 0 | 6 | 17 | 1 | 0 | 0 | 17 | 1 | 0 | 6 | 46 | 4 | 122 | |
| 5:50 PM | 0 | 3 | 22 | 3 | 0 | 14 | 22 | 2 | 0 | 1 | 26 | 1 | 0 | 7 | 46 | 2 | 149 | |
| 5:55 PM | 0 | 4 | 19 | 0 | 0 | 11 | 19 | 0 | 0 | 6 | 19 | 2 | 0 | 6 | 51 | 1 | 138 | |
| Count Total | 0 | 117 | 552 | 53 | 0 | 156 | 639 | 33 | 0 | 54 | 592 | 38 | 0 | 170 | 1,077 | 72 | 3,553 | |
| Peak Hour | 0 | 62 | 290 | 20 | 0 | 74 | 357 | 21 | 0 | 33 | 296 | 19 | 0 | 89 | 539 | 44 | 1,844 | |

Exhibit 39A, page 65 of 164 Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

| Interval | | Hea | vy Vehicles | | | Interval | | Bicycle | s on Road | way | | Interval | Pede | strians/B | icycles on | Crosswal | k |
|-------------|----|-----|-------------|-----|-------|-------------|-----|---------|-----------|-----|-------|-------------|------|-----------|------------|----------|-------|
| Start Time | EB | NB | WB | SB | Total | Start Time | EB | NB | WB | SB | Total | Start Time | EB | NB | WB | SB | Total |
| 4:00 PM | 3 | 4 | 1 | 3 | 11 | 4:00 PM | 0 | 0 | 0 | 0 | 0 | 4:00 PM | 0 | 0 | 0 | 0 | 0 |
| 4:05 PM | 1 | 4 | 3 | 0 | 8 | 4:05 PM | 0 | 1 | 0 | 0 | - 1 | 4:05 PM | 0 | 0 | 0 | 0 | 0 |
| 4:10.EM | 3 | . 1 | 3 | 9 | 18 | 4.10 PM | - 0 | 0 | - 0 | 0 | 0 | 4:10 PM | 0 | 9 | 0 | Û | 0 |
| 4.16 FM | 1 | - 1 | 1 | 3 | 6 | 4.15 PM | 0 | 0 | - 0 | . 0 | 0 | 4:15 PM | -0 | 0 | - 0 | 0 | 0 |
| 4.20 PM | 2 | 1 | 4 | 7 | - 14 | 4,20 PM | 1 | - 0 | 0 | 0 | 1 | 4:20 PM | 0 | 0 | Ü | - 0 | 0 |
| 4:25 PM | 1 | 2 | 2 | 4 | 9 | 4:25 PM | 1 | 0 | 0 | 0 | 1 | 4:25 PM | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 3 | 2 | 3 | 7 | 15 | 4:30 PM | 0 | 0 | 1 | 0 | 1 | 4:30 PM | 0 | 0 | 0 | 0 | 0 |
| 4:35 PM | 2 | - 1 | - 1 | 3 | 7 | 4:35 PM | 0 | 0 | 0 | 0 | 0 | 4:35 PM | 0 | 0 | 0 | 0 | 0 |
| 4:40 PM | 2 | 2 | 3 | 2 | 9 | 4:40 PM | 0 | 0 | - 0 | 0 | 0 | 4:40 PM | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 2 | - 1 | - 1 | 3 | 7 | 4:45 PM | 0 | 0 | 0 | 0 | 0 | 4:45 PM | 0 | 0 | 0 | 0 | 0 |
| 4:50 PM | 2 | 0 | 2 | 4 | 8 | 4:50 PM | 0 | 0 | 0 | 0 | 0 | 4:50 PM | 0 | 0 | 0 | 0 | 0 |
| 4:55 PM | 2 | 3 | - 0 | - 2 | 7 | 4:55 PM | 0 | 0 | 0 | 0 | 0 | 4:55 PM | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 2 | 3 | 1 | 1 | 7 | 5:00 PM | 0 | 0 | 0 | 0 | 0 | 5:00 PM | 0 | 0 | 0 | 0 | 0 |
| 5:05 PM | 3 | 0 | 1 | 3 | 7 | 5:05 PM | 0 | 0 | 0 | 0 | 0 | 5:05 PM | 0 | 0 | 0 | 0 | 0 |
| 5:10 PM | 0 | 1 | 0 | 5 | 6 | 5:10 PM | 0 | 0 | 0 | 0 | 0 | 5:10 PM | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 5 | 0 | 1 | 2 | 8 | 5:15 PM | 0 | 0 | 0 | 0 | 0 | 5:15 PM | 0 | 0 | 0 | 0 | 0 |
| 5:20 PM | 0 | 3 | 0 | 3 | 6 | 5:20 PM | 0 | 0 | 0 | 0 | 0 | 5:20 PM | 0 | 0 | 0 | 0 | 0 |
| 5:25 PM | 3 | 3 | 0 | 2 | 8 | 5:25 PM | 0 | 0 | 0 | 0 | 0 | 5:25 PM | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 1 | 1 | 1 | 1 | 4 | 5:30 PM | 0 | 0 | 0 | 0 | 0 | 5:30 PM | 0 | 0 | 0 | 0 | 0 |
| 5:35 PM | 4 | 0 | 0 | 1 | 5 | 5:35 PM | 0 | 0 | 0 | 0 | 0 | 5:35 PM | 0 | 0 | 0 | 0 | 0 |
| 5:40 PM | 1 | 3 | 0 | 4 | 8 | 5:40 PM | 0 | 0 | 0 | 0 | 0 | 5:40 PM | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 2 | 1 | 0 | 5 | 8 | 5:45 PM | 0 | 0 | 0 | 0 | 0 | 5:45 PM | 0 | 0 | 0 | 0 | 0 |
| 5:50 PM | 0 | 4 | 1 | 1 | 6 | 5:50 PM | 0 | 0 | 0 | 0 | 0 | 5:50 PM | 0 | 0 | 0 | 0 | 0 |
| 5:55 PM | 3 | 0 | 1 | 2 | 6 | 5:55 PM | 0 | 0 | 0 | 0 | 0 | 5:55 PM | 0 | 0 | 0 | 0 - | 0 |
| Count Total | 48 | 41 | 30 | 77 | 196 | Count Total | 2 | 1 | 1 | 0 | 4 | Count Total | 0 | 0 | 0 | 0 | 0 |
| Peak Hour | 24 | 22 | 24 | 47 | 117 | Peak Hour | 2 | 1 | 1 | 0 | 4 | Peak Hour | 0 | 0 | 0 | 0 | 0 |

SECTION 2. SEASONAL ADJUSTMENT FACTOR CALCULATIONS

Seasonal Adjustment Factor Calculations Using ATR #24-016

Exhibit 39A, page 67 of 164

| | | 2022 | 2021 | 2020 | 2019 | 2018 | 2017 | 2016 |
|---------|---------------------|--------------------|------------|-------|-------|-------|-------|------|
| Weekday | Peak Month (August) | | | 10174 | 10715 | 10332 | 11053 | 9848 |
| Traffic | Count Count (Sept) | | | 9538 | 10332 | 10211 | 10232 | 9472 |
| Percent | Peak Month (August) | See Comments Below | ents Below | 118 | 112 | 109 | 121 | 111 |
| ADT | Count Count (Sept) | | | 111 | 108 | 107 | 112 | 107 |
| | | | | 1.06 | 1.04 | 1.02 | 1.08 | 1.04 |

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| Commens: 2021 - Equipment outage Jun - August 2022 - Construction from May - Aug, volumes were estimated for those months |
|---|
| Note: Remove highest and lowest values |
| |

SECTION 3: CRASH DATA

SECTION 4: GROWTH RATE CALCULATIONS

Exhibit 39A, page 71 of 164

Growth Rate Calculations

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| | Growth Rate | 1,49% | 1.57% | 1.53% |
| | 30 | 6888 | .8431 | |
| | , F | 8889 | 131 0 | |
| | RSC | 0.8 | 8.0 | |
| | 2042 | 17600 | 15700 | |
| | 2022 | | | |
| | | 0(| Q. | |
| | 202 | 1340 | 1180 | |
| | 2019 | | L | |
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| | | 2 mile | | |
| | | Line [0.0 | | |
| | | County | | |
| | | South of Arndt Road, Clackamas-Marion | _ | |
| | | Clackam | North of Ehlen Road [0.02 mile] | |
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| | æ | 8 | 8 |] |

Growth Rate = [Future Volume - Existing Volume]/Existing Volume (Future Year - Existing Year)

SECTION 5: HCM REPORTS - EXISTING 2023 AM AND PM

| | ၨ | → | * | * | | 4 | 4 | † | <i>*</i> | / | ļ | 1 |
|------------------------------|--|---------------------------|------|---------------------------------------|--|--------------------------------------|--------------------------------------|----------------|-----------------------|---------------------|--|---------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ሻ | ^ } | | * | ĵ. | | ሻ | ĵ _r | - Landard - B. Daniel | ሻ | ₽ | |
| Traffic Volume (veh/h) | 20 | 385 | 49 | 11 | 575 | 298 | 58 | 104 | 7 | 66 | 26 | 9 |
| Future Volume (veh/h) | 20 | 385 | 49 | 11 | 575 | 298 | 58 | 104 | 7 | 66 | 26 | 9 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | halla samon dinanala anda | 1.00 | 1.00 | netaberOtuelsOttleniblinesei | 0.98 | 1.00 | | 1.00 | 1.00 | AND DESCRIPTION OF THE PARTY OF | 0.98 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1,00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | and the angular and the second second second | No | | anno de censado la frafacio de centro | No | der to the section of the section of | anna liimbe ka liidin ka ee ee ee ka | No | | | No | SSCSS/Abden/actions |
| Adj Sat Flow, veh/h/ln | 1586 | 1586 | 1586 | 1641 | 1641 | 1641 | 1723 | 1723 | 1723 | 1709 | 1709 | 1709 |
| Adj Flow Rate, veh/h | 24 | 454 | 58 | 13 | 678 | 352 | 68 | 123 | 8 | 78 | 31 | 11 |
| Peak Hour Factor | 0,89 | 0.89 | 0.89 | 0,89 | 0,89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Percent Heavy Veh, % | 12 | 12 | 12 | 8 | 8 | 8 | 2 | 2 | 2 | 3 | 3 | 3 |
| Cap, veh/h | 69 | 1784 | 227 | 57 | 660 | 343 | 283 | 278 | 18 | 207 | 208 | 74 |
| Arrive On Green | 0.05 | 0.66 | 0.64 | 0.04 | 0.65 | 0.63 | 0.17 | 0.17 | 0.15 | 0.17 | 0.17 | 0.15 |
| Sat Flow, veh/h | 1511 | 2690 | 342 | 1563 | 1009 | 524 | 1365 | 1600 | 104 | 1249 | 1197 | 425 |
| Grp Volume(v), veh/h | 24 | 253 | 259 | 13 | 0 | 1030 | 68 | 0 | 131 | 78 | 0 | 42 |
| Grp Sat Flow(s),veh/h/ln | 1511 | 1507 | 1525 | 1563 | 0 | 1533 | 1365 | 0 | 1704 | 1249 | 0 | 1621 |
| Q Serve(g_s), s | 1.5 | 6.5 | 6.6 | 8.0 | 0.0 | 62.0 | 4.2 | 0.0 | 6.5 | 5.7 | 0.0 | 2.1 |
| Cycle Q Clear(g_c), s | 1.5 | 6.5 | 6.6 | 0.8 | 0,0 | 62.0 | 6.3 | 0.0 | 6.5 | 12.2 | 0.0 | 2.1 |
| Prop In Lane | 1.00 | | 0.22 | 1.00 | | 0.34 | 1.00 | | 0.06 | 1.00 | | 0.26 |
| Lane Grp Cap(c), veh/h | 69 | 999 | 1011 | 57 | 0 | 1002 | 283 | 0 | 296 | 207 | 0 | 282 |
| V/C Ratio(X) | 0.35 | 0.25 | 0.26 | 0.23 | 0.00 | 1.03 | 0.24 | 0.00 | 0.44 | 0.38 | 0.00 | 0.15 |
| Avail Cap(c_a), veh/h | 350 | 999 | 1011 | 363 | 0 | 1002 | 506 | 0 | 575 | 411 | 0 | 547 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1,00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 43.9 | 6.5 | 6.6 | 44.4 | 0.0 | 16.8 | 35.9 | 0.0 | 35.1 | 40.5 | 0.0 | 33.4 |
| Incr Delay (d2), s/veh | 2.2 | 0.4 | 0.4 | 1.5 | 0.0 | 35.7 | 0.3 | 0,0 | 0.8 | 8.0 | 0.0 | 0.2 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.6 | 1.7 | 1.8 | 0.3 | 0.0 | 26.4 | 1.4 | 0.0 | 2.6 | 1.7 | 0.0 | 0.8 |
| Unsig. Movement Delay, s/ve | h | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 46.1 | 6.9 | 7.0 | 45.9 | 0.0 | 52.5 | 36.2 | 0.0 | 35.9 | 41.3 | 0.0 | 33.6 |
| LnGrp LOS | D | Α | Α | D | A | F | D | Α | D | D | Α | С |
| Approach Vol, veh/h | | 536 | | | 1043 | | | 199 | | | 120 | |
| Approach Delay, s/veh | | 8.7 | | | 52.4 | | | 36.0 | | | 38.6 | |
| Approach LOS | | A | | | D | | | D | | | D | |
| Timer - Assigned Phs | | 2 | 3 | 4 | alle de la companya d | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 20.5 | 8.3 | 66.0 | | 20.5 | 7.4 | 66.9 | | | | |
| Change Period (Y+Rc), s | | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | | | | |
| Max Green Setting (Gmax), s | | 30.0 | 20.0 | 60.0 | | 30.0 | 20.0 | 60.0 | | | | |
| Max Q Clear Time (g_c+l1), s | | 14.2 | 3.5 | 64.0 | UNION THE UNION | 8.5 | 2.8 | 8.6 | | SOCIALIS (MESSICAL) | | |
| Green Ext Time (p_c), s | | 0.3 | 0.0 | 0.0 | | 0.6 | 0,0 | 18.0 | | | | |
| | | 7.0 | •.• | 7.7 | | 7.7 | 7,7 | | | | | |
| Intersection Summary | | | | 100 200 | | | | | | | | |
| HCM 6th Ctrl Delay | | | 37.5 | | | | | | | | | |
| HCM 6th LOS | | | D | | | | | | | | | |

| Intersection | 50, | | No. | | |
|---|------------------------|------------------------|----------------|--|--|
| Int Delay, s/veh | 1.2 | | | | |
| Movement | EBL EBR | | SBT SBR | 10 The Control of the | |
| Lane Configurations | Ψ | 4 | ĵ. 20 | | |
| Traffic Vol, veh/h Future Vol, veh/h | 11 6 11 6 | 23 185 23 185 | 39 17 39 17 | | |
| Conflicting Peds, #/hr | 0 0 | 0 0 | 0 0 | | |
| Sign Control | Stop Stop | Free Free | Free Free | | |
| RT Channelized Storage Length | - None 0 - | - None | - None | | |
| Veh in Median Storage | - | - 0 | 0 - | | |
| Grade, % | 0 - | - 0 | 0 - | | |
| Peak Hour Factor Heavy Vehicles, % | 87 87 12 12 | 87 87 2 2 | 87 87 | | |
| Mvmt Flow | 13 7 | 2 2 28 223 | 9 9 47 21 | | |
| | | | | | |
| Major/Minor M | /linor2 N | lajor1 l | vlajor2 | | |
| Conflicting Flow All | 337 58 | 68 0 | - 0 | | |
| Stage 1 Stage 2 | 58 - 279 - | | | | |
| Critical Hdwy | 6.52 6.32 | 4.12 - | | | |
| Critical Hdwy Stg 1 | 5.52 - | | | | |
| Critical Hdwy Stg 2 | 5.52 | | | | |
| Follow-up Hdwy Pot Cap-1 Maneuver | 3.608 3.408 639 981 | 2.218 - 1533 - | | | |
| Stage 1 | 940 - | | | | |
| Stage 2 | 746 - | <u>.</u> 1946 <u>.</u> | | | |
| Platoon blocked, % Mov Cap-1 Maneuver | 626 981 | - 1533 - | | | |
| Mov Cap-2 Maneuver | 626 - | | | | |
| Stage 1 | 920 - | | | | |
| Stage 2 | 746 - | | <u> </u> | | |
| A. L. L. L. L. | -6 | MD | 00 | | |
| Approach HCM Control Delay, s | EB 10.2 | NB 0.8 | SB 0 | | |
| HCM LOS | B | • | • | | |
| | | | | | |
| Minor Lane/Major Mvm | | NBT EBLn1 | SBT SBR | | |
| Capacity (veh/h) | 1533 | - 718 | | | |
| HCM Lane V/C Ratio HCM Control Delay (s) | 0.018 7. 4 | - 0.029 0 10.2 | | | |
| HCM Lane LOS | A | A B | | | |
| HCM 95th %tile Q(veh) | 0.1 | - 0.1 | | | |
| | | | | | |

| Intersection Int Delay, s/veh | 1.4 | | | | 100 | | | W | | | | | | | W. 25 | |
|--|-------------------------------|---|--------------|----------|---------------|-------------------------|-----------------|---|--------------------------|-------------------------|--------------------------|----------------------------|----------------------|---|--|------------|
| Movement | EBL | EBT | WBT | WBR | SBL | SBR | | | | | | | | | | |
| Lane Configurations | VAFFER STEELEN STEELEN STEELE | 4 | Ą | | ¥γ | | | | enantum et et et et et e | | | | | | | |
| Traffic Vol, veh/h | 1 7 17 | 360 | 330 330 | 178 | 46 | 11 | | | | | | | | | | |
| Future Vol, veh/h Conflicting Peds, #/hr | 0 | 360 0 | 330 0 | 178 0 | 46 0 | 11 0 | untergranen eta | | | | | | 100 | | | |
| Sign Control | Free | Free | Free | Free | Stop | Stop | | | | | | | | | | |
| RT Channelized | • | None | - | None | | None | | | | | | | | | | |
| Storage Length | # - | - 0 | - 0 | - | 0 | | | | | | | 9318624832 | | | | ionesia |
| Veh in Median Storage Grade, % | | 0 | 0 | ena . | 0 | | | | | | in Sansain | 0.150.66 | Sirenad | | | |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | | | | | | | | | | |
| Heavy Vehicles, % | 9 | 9 | 9 | 9 | 9 | 9 | | Ough (Sales And Sales Andreas | Sličinicenáwaleanaki | idanian escentra Arched | nšvie Pilizaris Raccivii | ine the interest extension | ionidiki Sesso press | e ford the like Geological de la constantia | Grandon de la companya de la company | etselvenka |
| Mvmt Flow | 20 | 430 | 394 | 212 | 55 | 13 | | | | | | | | | | |
| | | | | | | | A 7 44 | | | | | | · ajje s subse. | | | |
| Major/Minor Conflicting Flow All | Major1 606 | 0 | /lajor2 - | 0 | Minor2 970 | 500 | | | | | | | | | | |
| Stage 1 | 000 | - | - - | | 500 | 500 | | | | | | | | | | |
| Stage 2 | - | - | - | <u>-</u> | 470 | - | | | | | | | | | | |
| Critical Hdwy | 4.19 | - | 7 | • | 6.49 | 6.29 | | | | 5.5 | | | | | | |
| Critical Hdwy Stg 1 Critical Hdwy Stg 2 | - | - | - | - | 5.49 5.49 | | | | | | | | | | | |
| Follow-up Hdwy | 2.281 | - | - | - | 3.581 | | | | | | | | | | | |
| Pot Cap-1 Maneuver | 939 | • | | - | 273 | 557 | | | | | | | | | | |
| Stage 1 | | - | - | - | 595 | - | | | | | hes 6 000 4 000 mobile | | | | Salansia supanasia | Sometime |
| Stage 2 Platoon blocked, % | - | • | • | - | 615 | • | | | | | | | | | | |
| Mov Cap-1 Maneuver | 939 | + | - | - | 265 | 557 | | | | | | | | | | |
| Mov Cap-2 Maneuver | - | | - | - | 265 | - | | | | | | | | | | 2009257 |
| Stage 1 | | • | 4 | _ | 578 | * | | | | | | | | | | |
| Stage 2 | - | - | | - | 615 | - | | | | | Situation Associa | | | | | |
| | cn. | | 1MD | | on. | | | | | | | | | | | |
| Approach HCM Control Delay, s | E8 0.4 | | WB 0 | - | SB 20.8 | | | | | | | | | | | |
| HCM LOS | v.n | | v | | 20.0 C | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Minor Lane/Major Myn | nt | EBL | EBT | WBT | WBR | SBLn1 | 90 | W. | | - Vic 2 | | | - 1 · | | | |
| Capacity (veh/h) | | 939 | • | - | - | 295 | | | | | | | | | | |
| HCM Lane V/C Ratio | | 0.022 | - | - | - | | | | | | | | 6550450000 | | | |
| HCM Control Delay (s) HCM Lane LOS | | 8.9 A | 0 A | _ | | 20.8 C | | | | | | | | | | |
| HCM 95th %tile Q(veh |) | 0,1 | Α. | - | - | 0.9 | | | | | | | | | | |
| | | 100000100000000000000000000000000000000 | parent 1996 | | | uya Sedin Dilahan da Se | | es/4/1551: 14/6514/F | 960006037650510 | | | | | | | |

4: OR 551 & Arndt Road

Existing (2023) - S.A. AM

| | ၨ | → | * | • | ← | 4 | 4 | † | / | \ | ↓ | 4 |
|-------------------------------|-----------|------------------------|----------------------|------------|------------|------------|---------------------------------|---|------------|------------|------------------------------------|----------------|
| Movement | E8L | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | 4 | | | सी | 7 | ሻ | ^ | 7 | 14.44 | 个 | 7 |
| Traffic Volume (veh/h) | 39 | 71 | 7 | 43 | 56 | 553 | 14 | 557 | 54 | 332 | 349 | 17 |
| Future Volume (veh/h) | 39 | 71 | 7 | 43 | 56 | 553 | 14 | 557 | 54 | 332 | 349 | 17 |
| Initial Q (Qb), veh | . 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 00.00 | 1.00 | 1.00 | | 1.00 | 1.00 | contractoristic account (NA) | 1.00 | 1.00 | conservo contración de Application | 0.98 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | 1585 | ***** | No | **** |
| Adj Sat Flow, veh/h/ln | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adj Flow Rate, veh/h | 44 | 80 | 8 | 49 | 63 | 0 | 16 | 629 | 61 | 375 | 394 | 19 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 11 | 0,93 11 | 0.93 11 | 0.93 11 | 0.93 11 | 0.93 11 | 0.93 11 | 0.93 11 | 0.93 11 |
| Percent Heavy Veh, % | 11 105 | 11 134 | 11 12 | 122 | 119 | | 36 | 912 | 773 | 487 | 1138 | 944 |
| Cap, veh/h Arrive On Green | 0.11 | 0.13 | 0.11 | 0.11 | 0.13 | 0.00 | 0.02 | 0.57 | 0.57 | 0.16 | 0.71 | 0.71 |
| Sat Flow, veh/h | 388 | 1006 | 90 | 491 | 888 | 1356 | 1524 | 1600 | 1356 | 2956 | 1600 | 1328 |
| Grp Volume(v), veh/h | 132 | 0 | - 30 0 | 112 | 000 | 0 | 16 | 629 | 61 | 375 | 394 | 19 |
| Grp Sat Flow(s), veh/h/ln | 1484 | 0 | 0 | 1379 | 0 | 1356 | 1524 | 1600 | 1356 | 1478 | 1600 | 1328 |
| Q Serve(g_s), s | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 | 25.4 | 1.8 | 11.1 | 8.6 | 0.4 |
| Cycle Q Clear(g_c), s | 7.8 | 0.0 | 0.0 | 7.1 | 0.0 | 0.0 | 0.9 | 25.4 | 1.8 | 11.1 | 8.6 | 0.4 |
| Prop In Lane | 0.33 | 0.0 | 0.06 | 0.44 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 218 | 0 | 0.00 | 211 | 0 | | 36 | 912 | 773 | 487 | 1138 | 944 |
| V/C Ratio(X) | 0.60 | 0.00 | 0.00 | 0.53 | 0.00 | | 0.44 | 0.69 | 0.08 | 0.77 | 0.35 | 0.02 |
| Avail Cap(c_a), veh/h | 549 | 0 | 0 | 532 | 0 | | 259 | 1089 | 923 | 1152 | 1138 | 944 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 37.9 | 0.0 | 0.0 | 37.6 | 0.0 | 0.0 | 43.9 | 13.9 | 8.8 | 36.4 | 5.0 | 3.9 |
| Incr Delay (d2), s/veh | 2.0 | 0.0 | 0.0 | 2.1 | 0.0 | 0.0 | 6.2 | 1.8 | 0.1 | 1.9 | 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(50%),veh/ln | 2.8 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.4 | 7.6 | 0.5 | 3.8 | 1.8 | 0.1 |
| Unsig. Movement Delay, s/veh | | eesaassaanaasingaassaa | | | | | 10000000 <u>00</u> 240000000000 | | | | | |
| LnGrp Delay(d),s/veh | 39.9 | 0.0 | 0.0 | 39.7 | 0.0 | 0.0 | 50.0 | 15.7 | 8.9 | 38.3 | 5.3 | 3.9 |
| LnGrp LOS | D | Α | A | D | A | | D | В | A | <u>D</u> | A | <u> </u> |
| Approach Vol, veh/h | | 132 | | | 112 | | | 706 | | | 788 | |
| Approach Delay, s/veh | | 39.9 | | | 39.7 | | | 15.9 | | *** | 21.0 | |
| Approach LOS | | D | | | D | | | В | | | C | |
| Timer - Assigned Phs | 1 | 2 | 9 | 4 | 5 | 6 | | - 8 | W To | | | |
| Phs Duration (G+Y+Rc), s | 6.2 | 68.8 | | 16.2 | 19.0 | 55.9 | | 16.2 | | | | |
| Change Period (Y+Rc), s | 4.5 | 6.0 | | 6.0 | 4.5 | 6.0 | | 6.0 | | | | |
| Max Green Setting (Gmax), s | 15.0 | 60.0 | | 31.0 | 35.0 | 60.0 | | 31.0 | | | | |
| Max Q Clear Time (g_c+l1), s | 2.9 | 10.6 | | 9.1 | 13.1 | 27.4 | | 9.8 | | | managayakan ca | Helistowaniewo |
| Green Ext Time (p_c), s | 0,0 | 16.6 | | 0.4 | 1.5 | 22.5 | | 0.4 | | | | |
| Intersection Summary | | | _ | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 21.6 | | | | | | | | | |
| HCM 6th LOS | | | С | | | | | | | | | |
| | | | | | | | | *************************************** | | | | |

Notes

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

| Intersection Int Delay, s/veh | 1.6 | | | | | | | | | 200 | | | | | |
|--|---|--|-----------------------------------|--|--------------------|--|----------------------------------|--|---------------------------|--|-------------------------|------------------|----------------------------------|--|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | | - (4 ± 2 ± 2 ± 2 ± 2 ± 2 ± 2 ± 2 ± 2 ± 2 ± | |
| Lane Configurations | In 7 In | 4 | | | 4 | | ** | ^ | 12503 | ሻ | ^ | 7 | <u></u> | | |
| Traffic Vol. veh/h | 15 | 4 | 31 | 1 | 2 | 6 | 35 | 604 | 27 | 16 | 379 | 9 | | | |
| Future Vol, veh/h | 15 | 48000000000000000000000000000000000000 | 31 | ************************************** | 2 | 6 | 35 | 604 | 27 | 16 | 379 | 9 | | | B PARTIE |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free | | | |
| RT Channelized | | | None | | | None | • | | None | - | - | None | | | |
| Storage Length | · | A31023-134-102222172300 | - | - | -monthornthickness | - Incoperation of the control of the | 500 | ** | - | 500 | - | 160 | varco-en-energymann | -10011-000-1001-00-100100-00 | ovinense:componentinens:r |
| Veh in Median Storage | # - | 0 | | | 0 | | _ | 0 | | | 0 | - | | | |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - | | | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, |
| Peak Hour Factor | - 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | | | |
| Heavy Vehicles, % | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | | | |
| Mymt Flow | 18 | 5 | 37 | 1 | 2 | 7 | 42 | 721 | 32 | 19 | 452 | 11 | | | |
| | | | | | | | | | | | | | | | |
| Major/Minor N | /linor2 | The state of the s | l | dinor1 | | - 1 | Major1 | | ħ | /lajor2 | | | | | |
| Conflicting Flow All | 1316 | 1327 | 452 | 1338 | 1322 | 737 | 463 | 0 | 0 | 753 | 0 | 0 | | | |
| Stage 1 | 490 | 490 | • | 821 | 821 | | | * | • | | | • | | | |
| Stage 2 | 826 | 837 | - | 517 | 501 | | - | - | - | ******************* | - | - | etoomeon/toon/,ove/s | ###################################### | ************************************** |
| Critical Hdwy | 7,19 | 6.59 | 6.29 | 7.19 | 6.59 | 6.29 | 4.19 | • | | 4.19 | • | • | | | |
| Critical Hdwy Stg 1 | 6.19 | 5,59 | - | 6.19 | 5,59 | - | - | - | - | - | | - | | | |
| Critical Hdwy Stg 2 | 6.19 | 5.59 | • | 6.19 | 5,59 | • | • | • | | | - | - | | | |
| | | 4.081 | 3.381 | | | | | - | - | 2.281 | - | - | | | |
| Pot Cap-1 Maneuver | 130 | 150 | 593 | 126 | 151 | 407 | 1062 | • | • | 826 | | • | | | |
| Stage 1 | 547 | 537 | address of the second description | 359 | 379 | eenelwydirrynedi | - | en et en | - | | mpadaludidetrim | - | elispedimenti il gengeni se leng | eri en eritikustraturatura | e (Albarita da Lordon de Liberto de Colonia da Lordon de Liberto de Colonia da Lordon de Colonia de Colonia de |
| Stage 2 | 356 | 372 | • | 529 | 531 | • | nie los [‡] o | • | • | • | 160 B | 1 | | | |
| Platoon blocked, % | | restradornos constant | | sitive stoning projection (ex. | | egilli akrasidi inid | PAGGGGGGGGGGGGGGGGGG | | - | | | | d to Same wind the same | | mianisin/dissiprophesiolisminim |
| Mov Cap-1 Maneuver | 120 | 141 | 593 | 110 | 142 | 407 | 1062 | | • | 826 | - | • | | | |
| Mov Cap-2 Maneuver | 120 | 141 | | 110 | 142 | | - | | <u> </u> | - (Section 2017) | Liesassassassassas | | Odenski prijeke nade | | |
| Stage 1 | 525 | 525 | • | 345 | 364 | | • | | • | • | 7 | | | | |
| Stage 2 | 334 | 357 | - | 480 | 519 | | - | • | - | - | • | - | | | |
| | | | | | | | | | | | | | | | |
| Approach | EB | | | WB | u é | | NB | | | SB | | | | | |
| HCM Control Delay, s | 24.6 | | | 20.9 | | | 0.4 | | | 0.4 | | | | | |
| HCM LOS | С | | | С | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| Minor Lane/Major Mvm | 1 | NBL | NBT | NBR | EBLn1V | VBLn1 | SBL | SBT | SBR | | | # | | | |
| Capacity (veh/h) | | 1062 | | | 243 | 237 | 826 | | | | | | | | |
| HCM Lane V/C Ratio | | 0.039 | - | - | 0.246 | | @pxppmxnoomsoom | - | - | | | | | | |
| HCM Control Delay (s) | | 8.5 | | • | 24.6 | 20.9 | 9.5 | - | | | | | | | |
| HCM Lane LOS | 1510) XIII S (| A | | 900) NOBEL (1920) N | C | C | A | anususinsiik | - | essametestitele | 120)DIESSESSESSESSESSES | 90.05 BHS (685.2 | | | scomotronismo (ksii yi kishilik |
| HCM 95th %tile Q(veh) | | 0.1 | | _ | 0.9 | 0.1 | 0.1 | | | | | | | | |
| man valous Pilatai Vilatai Vil | s00 e0 e | | an mains of Heliological States | | | a anti-representation de la Company | an , ian paten (Hillar) (Hillar) | n, o , agus più filli filli filli filli | pamen mengelik dipiningan | o protesta de la composició de la compos | | | | | |

| | ۶ | → | • | * | + | • | * | † | / | / | ļ | 4 |
|--|------|---|------------|--------------|---------------------------|-----------|----------|-----------|---|---|-------------------------------|-------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ۲۲ | \$ | | ሻ | 1> | | * | ^ | 77 | ሻ | <u></u> | 7 |
| Traffic Volume (veh/h) | 115 | 321 | 20 | 38 | 244 | 32 | 44 | 519 | 24 | 33 | 347 | 24 |
| Future Volume (veh/h) | 115 | 321 | 20 | 38 | 244 | 32 | 44 | 519 | 24 | 33 | 347 | 24 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | APP 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | 1.00 | 1.00 | 2249-02409-0247-40484-185 | 1.00 | 1.00 | | 1.00 | 1.00 | V2-0211/2/02/27/14/2014/2/2/2 | 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 | 1614 | 1614 | 1614 | 1614 | 1614 | 1614 | 1614 | 1614 | 1614 | 1614 | 1614 | 1614 |
| Adj Flow Rate, veh/h | 131 | 366 | 23 | 43 | 278 | 37 | 50 | 592 | 27 | 38 | 396 | 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, % | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Cap, veh/h | 159 | 453 | 28 | 53 | 324 | 43 | 61 | 779 | 660 | 45 | 762 | 646 |
| Arrive On Green | 0.10 | 0.30 | 0.29 | 0.03 | 0.23 | 0.22 | 0.04 | 0.48 | 0.48 | 0.03 | 0.47 | 0.47 |
| Sat Flow, veh/h | 1537 | 1502 | 94 | 1537 | 1394 | 186 | 1537 | 1614 | 1367 | 1537 | 1614 | 1367 |
| Grp Volume(v), veh/h | 131 | 0 | 389 | 43 | 0 | 315 | 50 | 592 | 27 | 38 | 396 | 27 |
| Grp Sat Flow(s),veh/h/ln | 1537 | 0 | 1597 | 1537 | Ō | 1580 | 1537 | 1614 | 1367 | 1537 | 1614 | 1367 |
| Q Serve(g_s), s | 8.8 | 0.0 | 23.7 | 2.9 | 0.0 | 20.2 | 3.4 | 31.6 | 1.1 | 2.6 | 18.1 | 1.1 |
| Cycle Q Clear(g_c), s | 8.8 | 0.0 | 23.7 | 2.9 | 0.0 | 20.2 | 3.4 | 31.6 | 1.1 | 2.6 | 18.1 | 1.1 |
| Prop In Lane | 1.00 | | 0.06 | 1.00 | | 0.12 | 1.00 | y | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 159 | 0 | 482 | 53 | 0 | 367 | 61 | 779 | 660 | 45 | 762 | 646 |
| V/C Ratio(X) | 0.82 | 0.00 | 0.81 | 0.82 | 0.00 | 0.86 | 0.81 | 0.76 | 0.04 | 0.84 | 0.52 | 0.04 |
| Avail Cap(c_a), veh/h | 510 | 0.00 | 551 | 510 | 0.00 | 546 | 292 | 949 | 804 | 292 | 949 | 804 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 46.3 | 0.0 | 34.0 | 50.6 | 0.0 | 38.9 | 50.2 | 22.3 | 14.4 | 50.9 | 19.5 | 15.0 |
| Incr Delay (d2), s/veh | 7.6 | 0.0 | 7.3 | 19.9 | 0.0 | 7.7 | 17.1 | 3.4 | 0.0 | 24.8 | 0.8 | 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(50%),veh/ln | 3.5 | 0.0 | 9.4 | 1.4 | 0.0 | 8.2 | 1.5 | 11.1 | 0.3 | 1.3 | 6.2 | 0.3 |
| Unsig. Movement Delay, s/veh | | | | 19-1 | v. v | | | | | 1.9 | V.5 | |
| LnGrp Delay(d),s/veh | 53.9 | 0.0 | 41.3 | 70.4 | 0.0 | 46.6 | 67.3 | 25.7 | 14.4 | 75.7 | 20.2 | 15.0 |
| LnGrp LOS | D | Α | , 1.0 D | . v.a | 0.0 A | 10.0 D | 6.5 E | C | . т.т В | E | 20.2 C | 10.0 B |
| Approach Vol, veh/h | | 520 | | | 358 | | <u> </u> | 669 | U | | 461 | U |
| Approach Vol, venin Approach Delay, s/veh | | 44.5 | | | 49.5 | | | 28.3 | i en en en e | | 24.5 | |
| Approach LOS | | 44.3 D | | | 49.5 D | | | 20.3 C | | | 24.3 C | |
| | | U | | | U | | | v | | | U | j |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | - 6 | 7 | - 8 | | 3.00 | | * 1 |
| Phs Duration (G+Y+Rc), s | 8.2 | 53.8 | 14.9 | 28.5 | 7.1 | 54.9 | 7.6 | 35,8 | | | | |
| Change Period (Y+Rc), s | 4.0 | 6.0 | 4.0 | * 5.4 | 4.0 | 6.0 | 4.0 | * 5.4 | | rangan in tagan tan mangan tahun 1988 (1986). | and the second section of the | |
| Max Green Setting (Gmax), s | 20.0 | 60.0 | 35.0 | *35 | 20.0 | 60.0 | 35.0 | * 35 | | | | |
| Max Q Clear Time (g_c+l1), s | 5.4 | 20.1 | 10.8 | 22.2 | 4.6 | 33.6 | 4.9 | 25.7 | v.a.c.22.00000000000000000000000000000000 | | | vervinosomosino)S |
| Green Ext Time (p_c), s | 0.1 | 12.4 | 0.4 | 0.9 | 0.0 | 15.3 | 0.1 | 0.9 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| | | | 26.4 | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 35.4 | | | | | | | | | |
| HCM 6th LOS | | | D | | | | | | | | | |

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

| intersection Int Delay, s/veh | 0.1 | | | | | | | | | | | | | |
|--|------------|----------|----------------------------|------------------|-------------------|----------------------|---|---------------------|---------------------------|--|--|---------------------------|-----|-------------|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR | | 25-930 100 | | | 110 | 2.25 | | |
| Lane Configurations | ¥f | | | 4 | ^ | ricinis (Memilianus) | | | der statiski kalikationia | | | | | eminoralis. |
| Traffic Vol, veh/h Future Vol, veh/h | 1 1 | 0 | 3 | 192 192 | 55 55 | 3 | | | | | | | | |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 192 | 0 | ა 0 | | | | | | | | |
| Sign Control | Stop | Stop | Free | Free | CONTRACTOR STREET | Free | | | E 11165 / AGEN/1026 | | | | | 884884 |
| RT Channelized | | None | | None | - 1 | None - | | | | | | | | |
| Storage Length Veh in Median Storage | 0 1,#0 | - | - | - 0 | - 0 | | | | | | (Stoperstole Side Side | | | 20050 |
| Grade, % | , m U | | | 0 | 0 | • | | | | | | | | |
| Peak Hour Factor | 87 | 87 | 87 | 87 | 87 | 87 | | | | | | | | |
| Heavy Vehicles, % | 0 | 0 | 2 | 2 | 7 | 7 | 000000000000000000000000000000000000000 | nickistrolyxtessääs | kulenne kenikisi ken | AND ROUGH STATE OF THE STATE OF | Similar Administration A. | NEW CONTRACTOR CONTRACTOR | | hakasaksini |
| Mvmt Flow | 1 | 0 | 4 | 232 | 66 | 4 | | | | | | | | |
| Major/Minor (| Minor2 | | 91-:4 | | 1 | | | | | | | | 200 | 3 |
| Conflicting Flow All | 308 | 68 | <mark>√lajor1</mark> 70 | 0 | Major2 - | 0 | | | | 196 | | | | |
| Stage 1 | 68 | - | 10 | | _ | | | | | | | | | |
| Stage 2 | 240 | | | | | | | | | | 7/455011/5054516/506/A | | | FEFARESQA |
| Critical Hdwy | 6.4 | 6.2 | 4.12 | | | . ₩ | 110,000 | | | | | | | |
| Critical Hdwy Stg 1 Critical Hdwy Stg 2 | 5.4 5.4 | - | <u>.</u> | - | - | • | | | | | | | | |
| Follow-up Hdwy | 3.5 | 3.3 | 2.218 | _ | - | - | | | | | | | | |
| Pot Cap-1 Maneuver | 688 | 1001 | 1531 | • | • | • | | | | | | a 60 an | | |
| Stage 1 | 960 | - | - | - | - | - | | | | | | | | 868172501 |
| Stage 2 Platoon blocked, % | 805 | • | _ | - | - | - | | | | | | | | |
| Mov Cap-1 Maneuver | 686 | 1001 | 1531 | - | - | - | | | | | | | | |
| Mov Cap-2 Maneuver | 686 | | | | | | | | | | | | | |
| Stage 1 | 957 | - | - | - | - | • | | | | | | | | |
| Stage 2 | 805 | - | * | - | - | - | | | | | | | | |
| Approach | EB | | NB | | SB | | | | | | | | | |
| HCM Control Delay, s | 10.3 | | 0.1 | | 0 | | | | | | | | | |
| HCM LOS | В | | 7 | | 7.56 A | | | | | | | | | 201555H |
| | | | | | | | | | | | | | | |
| Minor Lane/Major Mvm | ıt | NBL | NBT | BL _{n1} | SBT | SBR | | | - 10 | - UIR | | | 96 | |
| Capacity (veh/h) | | 1531 | - | 686 | • | | | | | | | | | |
| HCM Lane V/C Ratio HCM Control Delay (s) | | 0.002 | encommonantes and | 0.002 | - | - | | | | | | | | |
| HCM Lane LOS | | 7.4 A | 0 A | 10.3 B | - | - | | | | | | | | |
| HCM 95th %tile Q(veh |) | 0 | | 0 | + | | | | | | | | | |
| | | | | | | | | | ,, | | - 7-11-1111-1111-1111-11-11-11-11-11-11-11 | | | |

| | ۶ | | 7 | * | 4 | N. | 4 | † | <i>></i> | \ | | √ |
|---|---------------------------------|-----------------------|--------------------|-----------------------|----------|------------------------|--|----------|-------------|----------|---------------------|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ሻ | ^ | | 7 | ^ | | ሻ | 4 | | * | 7+ | |
| Traffic Volume (veh/h) | 9 | 632 | 59 | 6 | 479 | 109 | 57 | 43 | 33 | 175 | 57 | 28 |
| Future Volume (veh/h) | 9 | 632 | 59 | 6 | 479 | 109 | 57 | 43 | 33 | 175 | 57 | 28 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.99 | 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 | 1709 | 1709 | 1709 | 1709 | 1709 | 1709 | 1709 | 1709 | 1709 | 1709 | 1709 | 1709 |
| Adj Flow Rate, veh/h | 10 | 729 | 68 | 7 | 553 | 126 | 66 | 50 | 38 | 202 | 66 | 32 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, % | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Cap, veh/h | 57 | 1765 | 165 | 51 | 787 | 179 | 334 | 220 | 167 | 342 | 268 | 130 |
| Arrive On Green | 0.03 | 0.59 | 0.57 | 0.03 | 0.58 | 0.56 | 0.25 | 0.25 | 0.22 | 0.25 | 0.25 | 0.22 |
| Sat Flow, veh/h | 1628 | 3002 | 280 | 1628 | 1347 | 307 | 1287 | 895 | 681 | 1299 | 1087 | <u>527</u> |
| Grp Volume(v), veh/h | 10 | 394 | 403 | 7 | 0 | 679 | 66 | 0 | 88 | 202 | 0 | 98 |
| Grp Sat Flow(s),veh/h/ln | 1628 | 1624 | 1659 | 1628 | 0 | 1653 | 1287 | 0 | 1576 | 1299 | 0 | 1614 |
| Q Serve(g_s), s | 0.5 | 11.8 | 11.9 | 0.4 | 0.0 | 25.9 | 3.9 | 0.0 | 4.0 | 13.1 | 0.0 | 4.4 |
| Cycle Q Clear(g_c), s | 0.5 | 11.8 | 11.9 | 0.4 | 0.0 | 25.9 | 8.2 | 0.0 | 4.0 | 17.1 | 0.0 | 4.4 |
| Prop In Lane | 1.00 | | 0.17 | 1.00 | | 0.19 | 1.00 | | 0.43 | 1.00 | | 0.33 |
| Lane Grp Cap(c), veh/h | 57 | 954 | 975 | 51 | 0 | 966 | 334 | 0 | 388 | 342 | 0 | 397 |
| V/C Ratio(X) | 0.18 | 0.41 | 0.41 | 0.14 | 0.00 | 0.70 | 0.20 | 0.00 | 0.23 | 0.59 | 0.00 | 0.25 |
| Avail Cap(c_a), veh/h | 402 | 1130 | 1155 | 402 | 0 | 1151 | 480 | 0 | 566 | 489 | 0 | 580 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 41.7 | 10.0 | 10.1 | 42.0 | 0.0 | 13.2 | 30.3 | 0.0 | 27.2 | 33.7 | 0.0 | 27.2 |
| Incr Delay (d2), s/veh | 1.1 | 0.9 | 0.9 | 0,9 | 0.0 | 4.3 | 0.2 | 0.0 | 0.2 | 1.2 | 0.0 | 0.2 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.2 | 3.7 | 3.8 | 0.2 | 0.0 | 9.0 | 1.1 | 0.0 | 1.4 | 3.9 | 0.0 | 1.6 |
| Unsig. Movement Delay, s/ve | | omenogavy40emingenous | ooonuminayisamisaa | 54x450c54m550mm2Acm50 | | | 2000-040-040-0-0-0-0-0-0-0-0-0-0-0-0-0-0 | | | 000 | emmercia/sesementer | |
| LnGrp Delay(d),s/veh | 42.8 | 10.9 | 11.0 | 42.8 | 0.0 | 17.5 | 30.5 | 0.0 | 27.4 | 34.9 | 0.0 | 27.5 |
| LnGrp LOS | D | 8 | В | D | A | В | С | Α | C | С | <u> </u> | <u>C</u> |
| Approach Vol, veh/h | | 807 | | | 686 | | | 154 | | | 300 | |
| Approach Delay, s/veh | anno Samuello Samuello Samuello | 11.4 | | | 17.7 | 0010000001862140-08011 | | 28,7 | | | 32.4 | 000000000000000000000000000000000000000 |
| Approach LOS | | В | | | В | | | C | | | C | |
| Timer - Assigned Phs | | 2 | 3 | 4 | | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 25.9 | 7.1 | 56.0 | | 25.9 | 6.8 | 56.3 | | | | |
| Change Period (Y+Rc), s | | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | | | | 100000000000000000000000000000000000000 |
| Max Green Setting (Gmax), s | | 30.0 | 20.0 | 60.0 | | 30.0 | 20.0 | 60.0 | | | | |
| Max Q Clear Time (g_c+l1), s | | 19.1 | 2.5 | 27.9 | | 10.2 | 2.4 | 13.9 | | | | |
| Green Ext Time (p_c), s | | 0.8 | 0.0 | 22.1 | | 0.5 | 0.0 | 28.0 | | | | |
| 220-24-24-24-24-24-24-24-24-24-24-24-24-24- | | | | | | | | | | | | |
| Intersection Summary | | | 40.0 | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 18.2 | | | | | | | | | |
| HCM 6th LOS | | | В | | | | | | | | | |

| Intersection | | | | | | - 10 5 11 | |
|--|---|---|---|---|---|--|--|
| Int Delay, s/veh | 2 | | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR | |
| Lane Configurations | W | | | स | 4 | 2.00 | |
| Traffic Vol, veh/h | 25 | 25 | 5 | 62 | 151 | 14 | |
| Future Vol, veh/h | 25 | 25 | 5 | 62 | 151 | 14 | TOP THE SHEET STORM HERE HELD HERE TO THE STORM ST |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | |
| Sign Control | Stop | Stop | Free | Free | Free | Free | |
| RT Channelized | • | None | - | None | • | None | |
| Storage Length | 0 | | | | - ************************************ | - | |
| Veh in Median Storage | ALCOHOL MODES AND | - | | 0 | 0 | | |
| Grade, % | 0 | | | 0 | 0 | | |
| Peak Hour Factor | 75 | 75 | 75 | 75 | 75 | 75 | |
| Heavy Vehicles, % | 4 35 | 4 35 | 6 7 | 6 87 | 2 211 | 2 20 | |
| Mvmt Flow | - 39 | ათ | 1 | 0/ | Z 11 | 20 | |
| | en e | *************************************** | 2008)) <u>-</u> 545-801405-97 | en se | Wisconson | | |
| | Minor2 | | vlajor1 | | vlajor2 | | |
| Conflicting Flow All | 322 | 221 | 231 | 0 | 0.0000.00000000000000000000000000000000 | 0 | |
| Stage 1 | 221 | • | • | | • | • | |
| Stage 2 | 101 | | | | | | |
| Critical Hdwy | 6.44 | 6.24 | 4.16 | - | • | • | |
| Critical Hdwy Stg 1 | 5.44 5.44 | - | - | - | - | • | |
| Critical Hdwy Stg 2 Follow-up Hdwy | 3.536 | 3.336 | 2 254 | • | • | | |
| Pot Cap-1 Maneuver | 668 | | 1314 | • | - | | |
| Stage 1 | 811 | V 17 | 1917 | | | - - | |
| Stage 2 | 918 | | | - | | - | |
| Platoon blocked, % | | | | - | • | - | |
| Mov Cap-1 Maneuver | 664 | 814 | 1314 | • | - | - | |
| Mov Cap-2 Maneuver | 664 | - | - | - | | ************************************** | |
| Stage 1 | 806 | | • | | | - | |
| Stage 2 | 918 | - | | economic modern | | · | |
| | | | | | | | |
| Approach | EB | | NB | | SB | | |
| HCM Control Delay, s | | | 0.6 | | 0 | | |
| HCM LOS | B | Mindelpuksinkwasin | | IOSANDERA LIBERA | (Permistra Ten | | |
| | | | | | | | |
| Marian Maria | | MOI | NDT | CO14 | ОВТ | epp | |
| Minor Lane/Major Myn | ut | NBL | 300000000000000000000000000000000000000 | E8Ln1 | SBT | SBR | |
| Capacity (veh/h) HCM Lane V/C Ratio | | 1314 0.005 | | 731 0.096 | - | - | |
| HCM Control Delay (s | ١ | 7.8 | | 10.4 | - | - | |
| HCM Lane LOS | 1 | 7.0 A | A | В | | | |
| HCM 95th %tile Q(veh | ń | 0 | | 0.3 | , | _ | |
| TO CHERT A POST STORES TO SERVICE A STORE A SERVICE A SE | | | | | | | |

| Intersection | | | | | | | | | | | | | |
|--|--|---|--|-----------------|--|--|---------------------|------|------|---------------------|-----------------|------------------------|--|
| Int Delay, s/veh | 7.6 | | | | | | | | | | | | |
| Movement | E8L | E8T | WBT | WBR | SBL | SBR | | | | | | | |
| Lane Configurations | tsaansaan ja | 4 | 4 | | ¥ | | | | | · | | | |
| Traffic Vol, veh/h Future Vol, veh/h | 13 13 | 379 379 | 422 422 | 59 59 | 139 139 | 27 27 | | | | | | | |
| Conflicting Peds, #/hr | 0 | 0 | 422 | 0 | 109 | | | | | | | | |
| Sign Control | Free | Free | Free | Free | Stop | Stop | | | | | | REPORTED AND ENT | |
| RT Channelized Storage Length | • | None | • | None | - 0 | None | | | | | | | |
| Veh in Median Storage | e,# - | 0 | 0 | | 0 | | | | | | | | |
| Grade, % | - | 0 | 0 | | 0 | • | | | | Vingerstormentscore | | | |
| Peak Hour Factor Heavy Vehicles, % | 87 7 | 87 7 | 87 5 | 87 5 | 87 2 | 87 2 | | | | | | | |
| Mvmt Flow | 16 | 457 | 509 | 71 | 168 | 33 | | | | | | | |
| | | andre mean Countries of the Chicale III | en e | | COLOR MERCHANISM CONTRACT | economic residenciales and suc | ******************* | | | -e-c | 1000010001V0000 | motoAtto-offortugation | |
| *************************************** | Major1 | | Major2 | | Vinor2 | | | | | | a di | and the second | |
| Conflicting Flow All | 580 | 0 | - | 0 | 1034 | 545 | | | | | | | |
| Stage 1 Stage 2 | - | • • | - | - | 545 489 | - - | | | | | | | |
| Critical Hdwy | 4.17 | | • | • | 6.42 | 6.22 | | | | | | | |
| Critical Hdwy Stg 1 | • | - | - | - | 5.42 | - | | | | | | | |
| Critical Hdwy Stg 2 Follow-up Hdwy | - 2.263 | - | - | - | 5.42 3.518 | 3.318 | | | | | | | |
| Pot Cap-1 Maneuver | 970 | • | | - | 257 | 538 | | | | | 5 6 6 | | |
| Stage 1 | - | - | - | - | 581 616 | • | | | | | | | |
| Stage 2 Platoon blocked, % | - | - | - | - | 010 | a 6 . | | | | | | | |
| Mov Cap-1 Maneuver | 970 | • | • | _ | 251 | 538 | | | | | | | |
| Mov Cap-2 Maneuver Stage 1 | • | • | - | - | 251 568 | • | | | | | | | |
| Stage 2 | - - | - | - | - | 616 | <u>-</u> - | | | | | | | |
| | | | | | | | | | | | | | |
| Approach | EB | | W8 | | SB | | | | | | | | |
| HCM Control Delay, s | 0.3 | | 0 | | 46.6 | | | | | | | | |
| HCM LOS | | | | | E | | | | | | | | |
| Minor Lane/Major Mvm | ıt . | EBL | EBT | WBT | WAD | SBLn1 | | | | | | | |
| Capacity (veh/h) | | 970 | - | | - | MICHEL MARIE PARTIES AND | | 1000 | | | | | |
| HCM Lane V/C Ratio | | 0.016 | • | - | omaniam paggapanan men | 0.729 | | | | | | | |
| HCM Control Delay (s) HCM Lane LOS | | 8.8 A | 0 A | - | ###################################### | 46.6 E | | | | | | | |
| HCM 95th %tile Q(veh |) | 0 | ۸ • | _ | | 5.2 | | | | | | | |
| - control and the second secon | | a ann amartinis (1986) | omegen is generally 1995 | ec.ec.gmerPSc | | e i este i incontrativi (1996) | | | | | | | |

| | <u>_</u> | → | * | • | 4- | 4 | 4 | † | / | / | ↓ | 1 |
|------------------------------|--------------------------|--------------------------------|----------------------|--------------------------------------|------------------------|------------------------|-------------------------|----------|-------------|---|-----------------|--|
| Movement | EBL | EBT | EBR | WBL | WBT | WaR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ₩ | | | 4 | 71 | W | ↑ | Ħ | 44 | ↑ | 7 |
| Traffic Volume (veh/h) | 31 | 90 | 16 | 73 | 78 | 406 | 3 | 326 | 39 | 581 | 555 | 44 |
| Future Volume (veh/h) | 31 | 90 | 16 | 73 | 78 | 406 | 3 | 326 | 39 | 581 | 555 | 44 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 |
| Adj Flow Rate, veh/h | 34 | 99 | 18 | 81 | 86 | O | 3 | 360 | 43 | 642 | 613 | 49 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 |
| Cap, veh/h | 99 | 201 | 33 | 175 | 141 | | 17 | 684 | 580 | 802 | 1101 | 933 |
| Arrive On Green | 0.15 | 0.17 | 0.15 | 0.15 | 0.17 | 0.00 | 0.01 | 0.41 | 0.41 | 0.26 | 0.66 | 0.66 |
| Sat Flow, veh/h | 239 | 1155 | 189 | 609 | 806 | 1414 | 1589 | 1668 | 1414 | 3082 | 1668 | 1414 |
| Grp Volume(v), veh/h | 151 | 0 | 0 | 167 | 0 | 0 | 3 | 360 | 43 | 642 | 613 | 49 |
| Grp Sat Flow(s),veh/h/ln | 1583 | 0 | 0 | 1415 | 0 | 1414 | 1589 | 1668 | 1414 | 1541 | 1668 | 1414 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.1 | 12.5 | 1.4 | 15.0 | 15.3 | 0.9 |
| Cycle Q Clear(g_c), s | 6.8 | 0.0 | 0.0 | 8.8 | 0.0 | 0.0 | 0.1 | 12.5 | 1.4 | 15.0 | 15.3 | 0.9 |
| Prop In Lane | 0.23 | | 0.12 | 0.49 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 292 | 0 | 0 | 279 | 0 | | 17 | 684 | 580 | 802 | 1101 | 933 |
| V/C Ratio(X) | 0.52 | 0.00 | 0.00 | 0.60 | 0.00 | | 0.18 | 0.53 | 0.07 | 0.80 | 0.56 | 0.05 |
| Avail Cap(c_a), veh/h | 678 | 0 | 0 | 639 | 0 | | 319 | 1338 | 1134 | 1416 | 1338 | 1134 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1,00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 29.4 | 0.0 | 0.0 | 30.4 | 0.0 | 0.0 | 37.9 | 17.1 | 13.9 | 26.7 | 7.1 | 4.6 |
| incr Delay (d2), s/veh | 1.1 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 3.8 | 0.9 | 0.1 | 1.4 | 0.6 | 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(50%),veh/ln | 2.5 | 0.0 | 0.0 | 3,0 | 0.0 | 0.0 | 0.1 | 4.1 | 0.4 | 5.0 | 3,4 | 0.2 |
| Unsig. Movement Delay, s/veh | | i Sila Pausi Mesia Sila Sila S | | senioni unitivesa | ėnigarijas (149a) ja | | Company September 1 | | | osekenselválála fissa | | 0006598800628466 |
| LnGrp Delay(d),s/veh | 30,5 | 0.0 | 0.0 | 32.4 | 0,0 | 0.0 | 41.7 | 18.0 | 13.9 | 28.1 | 7.7 | 4.7 |
| LnGrp LOS | С | . A | A | С | Α | | D | В | В | С | Α | <u> </u> |
| Approach Vol, veh/h | | 151 | | | 167 | | | 406 | | | 1304 | |
| Approach Delay, s/veh | Carantina in ini kansasa | 30.5 | Stanta tamah salah s | mestania con religio de la constanta | 32.4 | | | 17.8 | naminasiani | inga nga salah di kacamatan nga salah di kacamatan nga salah di kacamatan nga salah di kacamatan nga salah di | 17.6 | Solve in a contract of the con |
| Approach LOS | | С | | | С | | | В | | | В | |
| Timer - Assigned Phs | - 1 | 2 | | 4 | 5 | 6 | | - 8 | | | ar in e | |
| Phs Duration (G+Y+Rc), s | 4.8 | 55.0 | | 17.5 | 24.1 | 35.7 | | 17.5 | | | | |
| Change Period (Y+Rc), s | 4.5 | 6.0 | | 6.0 | 4.5 | 6.0 | | 6.0 | | | | |
| Max Green Setting (Gmax), s | 15.0 | 60.0 | | 31.0 | 35.0 | 60.0 | | 31.0 | | | | |
| Max Q Clear Time (g_c+l1), s | 2.1 | 17.3 | | 10.8 | 17.0 | 14.5 | nanistatojstoj kiesilis | 8.8 | | aand New York of the Control | | SelCOFE NORS |
| Green Ext Time (p_c), s | 0.0 | 25.7 | | 0.7 | 2.6 | 15.2 | | 0.5 | | | | |
| | | | | | | | | | | | | |
| Intersection Summary | | | | | | | | | 96 | | | |
| HCM 6th Ctrl Delay | | | 19.8 | | | | | | | | | |
| HCM 6th LOS | | | В | | | | | | | | | |
| Mata | KE258500000000 | | | | 988 - 987 - 9189 - 111 | entra el foto estado e | | | | | \$100 SEC. 1885 | |

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

| Intersection | | | | | | 11, 11, | | | | | | |
|--|-------------------------|---------------------------|--|---|--|---|-------------|----------------|-----------------|------------------|--|--|
| Int Delay, s/veh | 3 | | | | | ulia di Managaria di | | | r — north | | | |
| Movement | EBL | EBT EBR | WBL | WBT WB | and the same of th | NBT | NBR | SBL | SBT | SBR | | |
| Lane Configurations Traffic Vol, veh/h | 6 | ↔ 1 42 | 14 | ↔ 20 1 | ኝ 0 28 | 7→ 367 | 4 | ሻ 7 | ↑ 616 | 7 7 30 | | |
| Future Vol, veh/h | 6 | 1 42 | | 505000000000000000000000000000000000000 | 0 28 | 367 | 4 | 7 | 616 | 30 30 | | |
| Conflicting Peds, #/hr | 0 | 0 0 | 0 | 0 | 0 0 | 0 | 0 | 0 | 0 | 0 | | |
| Sign Control | | Stop Stop | and the second s | Stop Sto | | Free | Free | Free | Free | Free | | |
| RT Channelized Storage Length | - - | - None | | - Non - | e - - 500 | _ | None - | - 500 | - | None 160 | | |
| Veh in Median Storage | ,# - | 0 . | • | 0 | | 0 | | | 0 | | | |
| Grade, % | - | 0 - | | 0 | | 0 | - | - ==00 | 0 | - 00 | | |
| Peak Hour Factor Heavy Vehicles, % | 83 6 | 83 83 6 6 | | | 3 8 3 6 6 | 83 6 | 83 6 | 83 6 | 83 6 | - 83 - 6 | | |
| Mvmt Flow | 8 | 1 53 | | | 3 35 | 464 | 5 | 9 | 779 | 38 | | |
| | | | | | | | | | | | | |
| | Minor2 | | Minor1 | | Major1 | _ | | /lajor2 | | <u> </u> | | |
| Conflicting Flow All Stage 1 | 1353 <i>1</i> | 1336 779 79 7 - | 1380 537 | 1372 46 537 | 7 817 | 0 | 0 | 469 | 0 | 0 | | |
| Stage 2 | 556 | 539 | 000-000-000 | 835 | | - | - | - | - | - | | |
| Critical Hdwy | 30-304/35505-05505-0550 | 6.56 6.26 | | 6.56 6.2 | 6 4.16 | • | | 4.16 | | . | | |
| Critical Hdwy Stg 1 Critical Hdwy Stg 2 | | 5.56 - 5.56 - | 6.16 6.1 6 | 5.56 5.56 | | - | - | - | - | - | | |
| Follow-up Hdwy | | .054 3.354 | | 4.054 3.35 | | - | - | 2,254 | - | - | | |
| Pot Cap-1 Maneuver | 124 | 151 390 | 119 | 143 58 | | • | • | 1072 | | | | |
| Stage 1 Stage 2 | 374 508 | 393 - | | 516 377 | | - | • | • | - | - | | |
| Platoon blocked, % | J00 | 310 ' | 400 | 3/1 | | - | - | • | - | . | | |
| Mov Cap-1 Maneuver | 100 | 143 390 | | 136 58 | 8 794 | - | • | 1072 | | - | | |
| Mov Cap-2 Maneuver Stage 1 | 100 358 | 143 - | | 136 493 | | | - | - | • | - | | |
| Stage 2 | 451 | 390 - 492 - | | 493 374 | | | - | - | - | - | | |
| | | | | | | | | | | | | |
| Approach | EB | | WB | | NB | | | SB | | | | |
| HCM Control Delay, s | 21.4 | | 45.4 | | 0.7 | | | 0.1 | | | | |
| HCM LOS | С | | Ε | | | | | | | | | |
| Minor Lane/Major Mym | , i | NOL NBT | KIDO C | BLn1WBLn | 1 SBL | SBT | SBR | | | | | |
| Capacity (veh/h) | ıı | 794 - | estri de esta de de la compositación | 281 14 | | ODI | 71eto - | | | | | |
| HCM Lane V/C Ratio | | .045 - | | 0.221 0.38 | 9 0.008 | - - | EXISTENCE - | | | | | |
| HCM Control Delay (s) | | | - | 21.4 45. | 0409-04-04-000-005-07-05-0 | + | • | | | | | |
| HCM Lane LOS HCM 95th %tile Q(veh | Y | A . 0.1 - | - | C 0.8 1. | E A 7 0 | - - | • | | | | | |
| | E S | | | | | | | | | | | |

6: OR 551 & Ehlen Road

Existing (2023) - S.A. PM

| | <i>></i> | - | • | • | 4 | | 4 | † | <i>/</i> * | > | ↓ | 4 |
|--|----------------------|---|---------------------|-------|------------------------------|------|-------|-------------------------------|-------------------------|--|------------------------|--|
| Movement | EBL | EBT | EBR | WeL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | Ϋ́ | ^} | | ሻ | 1> | | ሻ | † | 7 | 7 | † | 7 |
| Traffic Volume (veh/h) | 62 | 290 | 20 | 74 | 357 | 21 | 33 | 296 | 19 | 89 | 539 | 44 |
| Future Volume (veh/h) | 62 | 290 | 20 | 74 | 357 | 21 | 33 | 296 | 19 | 89 | 539 | 44 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.98 | 1.00 | | 0.98 | 1.00 | | 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 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 |
| Adj Flow Rate, veh/h | 72 | 338 | 23 | 86 | 416 | 24 | 38 | 345 | 22 | 104 | 629 | 51 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 |
| Cap, veh/h | 91 | 435 | 30 | 108 | 457 | 26 | 46 | 714 | 605 | 127 | 799 | 677 |
| Arrive On Green | 0.06 | 0.28 | 0.27 | 0.07 | 0.29 | 0.28 | 0.03 | 0.43 | 0.43 | 0.08 | 0.48 | 0.48 |
| Sat Flow, veh/h | 1589 | 1542 | 105 | 1589 | 1560 | 90 | 1589 | 1668 | 1414 | 1589 | 1668 | 1414 |
| Grp Volume(v), veh/h | 72 | 0 | 361 | 86 | 0 | 440 | 38 | 345 | 22 | 104 | 629 | 51 |
| Grp Sat Flow(s), veh/h/ln | 1589 | 0 | 1647 | 1589 | 0 | 1650 | 1589 | 1668 | 1414 | 1589 | 1668 | 1414 |
| Q Serve(g_s), s | 5.1 | 0.0 | 22.8 | 6.0 | 0.0 | 29.1 | 2.7 | 16.9 | 1.0 | 7.3 | 35.7 | 2.2 |
| Cycle Q Clear(g_c), s | 5.1 | 0.0 | 22.8 | 6.0 | 0.0 | 29.1 | 2.7 | 16.9 | 1.0 | 7.3 | 35.7 | 2.2 |
| Prop In Lane | 1.00 | | 0.06 | 1.00 | Antonio (1900 Antonio (1900) | 0.05 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 91 | 0 | 465 | 108 | 0 | 483 | 46 | 714 | 605 | 127 | 799 | 677 |
| V/C Ratio(X) | 0.79 | 0.00 | 0.78 | 0.79 | 0.00 | 0,91 | 0.82 | 0.48 | 0.04 | 0.82 | 0.79 | 0.08 |
| Avail Cap(c_a), veh/h | 492 | 0 | 530 | 492 | 0 | 531 | 281 | 915 | 775 | 281 | 915 | 775 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1,00 | 1.00 | 0.00 | 1,00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 52.6 | 0.0 | 37.4 | 51.9 | 0.0 | 38,6 | 54.6 | 23.3 | 18.8 | 51.2 | 24.7 | 15.9 |
| Incr Delay (d2), s/veh | 10.7 | 0.0 | 5.9 | 9.3 | 0.0 | 18.4 | 22.1 | 0.7 | 0.0 | 9.3 | 4.5 | 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(50%),veh/ln | 2.2 | 0.0 | 9.3 | 2.6 | 0.0 | 13.7 | 1.3 | 6.2 | 0.3 | 3.1 | 13.5 | 0.7 |
| Unsig. Movement Delay, s/veh | CNASCHONNE WASCESTED | | | | 3.5 | | | | | 7.1 | | |
| LnGrp Delay(d),s/veh | 63.3 | 0.0 | 43.3 | 61.1 | 0.0 | 57.0 | 76.7 | 24.0 | 18.8 | 60.5 | 29.2 | 16.0 |
| LnGrp LOS | E | Α. | D | E | Α. | E | E | с | В | E | C | В |
| Approach Vol, veh/h | | 433 | | | 526 | | | 405 | - | | 784 | |
| Approach Delay, s/veh | | 46.6 | | | 57.7 | | | 28.7 | | | 32.5 | |
| Approach LOS | | 70.0 D | | | E | | | 20.1 C | | | 02.0 C | |
| SAV. BIG OF CLASS CHILD CARRACT AND AN | | NOTE WHEN THE PROPERTY OF THE | MARINA (BEA FRANCE) | | | | | | | | | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | - 5 | 6 | 7 | - 8 | | | | |
| Phs Duration (G+Y+Rc), s | 7.3 | 58.1 | 10.5 | 37.1 | 13.0 | 52.4 | 11,7 | 35.9 | | | | |
| Change Period (Y+Rc), s | 4.0 | 6.0 | 4.0 | * 5.4 | 4.0 | 6.0 | 4.0 | * 5.4 | | | | |
| Max Green Setting (Gmax), s | 20.0 | 60.0 | 35,0 | *35 | 20.0 | 60.0 | 35.0 | * 35 | | | | |
| Max Q Clear Time (g_c+l1), s | 4.7 | 37.7 | 7.1 | 31.1 | 9.3 | 18.9 | 8.0 | 24.8 | inchestringer of the Co | tringle to the second s | Augustuspitetti tiri i | administration and many of the control |
| Green Ext Time (p_c), s | 0.1 | 14.5 | 0.2 | 0.7 | 0.1 | 10.6 | 0.2 | 0.9 | | | | |
| Intersection Summary | | | | 76 | | 16. | | · · · · · · · · · · · · · · · | | | | |
| HCM 6th Ctrl Delay | | | 40,8 | | | | | | | | | |
| HCM 6th LOS | | | -10.5 D | | | | | | | | | |
| | | | - | | | | | | | | | |

Notes

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

| Intersection | | |
|---|-------------------------------------|----------|
| Int Delay, s/veh | 0.5 | |
| Movement | EBL EBR NBL NBT SBT SBR | |
| Lane Configurations | Y 4 5 | 64 |
| Traffic Vol, veh/h Future Vol, veh/h | 5 4 6 79 160 2 5 4 6 79 160 2 | |
| Conflicting Peds, #/hr | | |
| Sign Control | Stop Stop Free Free Free | 88 |
| RT Channelized Storage Length | - None - None - None 0 | |
| Veh in Median Storage | | 2 |
| Grade, % | 0 0 0 - | 884 |
| Peak Hour Factor Heavy Vehicles, % | 70 70 70 70 70 70 3 3 3 3 3 3 | |
| Mymt Flow | 8 6 9 119 240 3 | |
| e en la companya de | | 69 |
| ALMOST A CHINICAN INCOME. | linor2 Major1 Major2 | |
| Conflicting Flow All | 379 242 243 0 - 0 | 88 |
| Stage 1 Stage 2 | 242 - , 137 | Ø |
| Critical Hdwy | 6.43 6.23 4.13 | |
| Critical Hdwy Stg 1 | 5.43 | 88 |
| Critical Hdwy Stg 2 Follow-up Hdwy | 5.43 3.527 3.327 2.227 | Ŋ |
| Pot Cap-1 Maneuver | 621 794 1317 | |
| Stage 1 | 796 | *** |
| Stage 2 Platoon blocked, % | 887 | |
| Mov Cap-1 Maneuver | 617 794 1317 | |
| Mov Cap-2 Maneuver | 617 | 886 |
| Stage 1 Stage 2 | 790 887 | |
| | | |
| Approach | E8 NB SB | |
| HCM Control Delay, s | 10.4 0.5 0 | |
| HCM LOS | | ei |
| | | # ## |
| Minor Lane/Major Myn Capacity (veh/h) | NBL NBT EBLn1 SBT SBR 1317 - 685 | |
| HCM Lane V/C Ratio | 0.007 - 0.02 | |
| HCM Control Delay (s) | 7.8 0 10.4 | |
| HCM Lane LOS HCM 95th %tile Q(veh | A A B 0.1 | |
| FICH SOUL WING CALABU | | iii H |

SECTION 6: HCM REPORTS - OPENING YEAR 2025 NO BUILD AM AND PM

| | ٨ | → | • | • | + | • | 4 | † | <i>/</i> | / | · ‡ | -√ |
|---------------------------------------|--------------------|---|--|--|---|------------------------|--|----------|--|---------------------|------------------------|------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ሻ | ^ | | J. | F | | 7 | 1 | | ١, | 1> | |
| Traffic Volume (veh/h) | 25 | 425 | - 55 | 15 | 630 | 315 | 65 | 110 | 10 | 70 | 30 | 10 |
| Future Volume (veh/h) | 25 | 425 | 55 | 15 | 630 | 315 | 65 | 110 | 10 | 70 | 30 | 10 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 0.98 | 1.00 | | 1.00 | 1.00 | | 0.98 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1586 | 1586 | 1586 | 1641 | 1641 | 1641 | 1723 | 1723 | 1723 | 1709 | 1709 | 1709 |
| Adj Flow Rate, veh/h | 28 | 478 | 62 | 17 | 708 | 354 | 73 | 124 | 11 | 79 | 34 | 11 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0,89 | 0.89 | 0.89 |
| Percent Heavy Veh, % | 12 | 12 | 12 | 8 | 8 | 8 | 2 | 2 | 2 | 3 | 3 | 3 |
| Cap, veh/h | 122 | 1746 | 226 | 586 | 659 | 329 | 293 | 175 | 16 | 219 | 143 | 46 |
| Arrive On Green | 0.04 | 0.65 | 0.63 | 0.03 | 0.64 | 0.63 | 0.07 | 0.11 | 0.10 | 0.07 | 0.12 | 0.10 |
| Sat Flow, veh/h | 1511 | 2684 | 347 | 1563 | 1024 | 512 | 1641 | 1559 | 138 | 1628 | 1229 | 397 |
| Grp Volume(v), veh/h | 28 | 267 | 273 | 17 | 0 | 1062 | 73 | 0 | 135 | 79 | 0 | 45 |
| Grp Sat Flow(s),veh/h/ln | 1511 | 1507 | 1524 | 1563 | 0 | 1536 | 1641 | ' 0 | 1698 | 1628 | 0 | 1626 |
| Q Serve(g_s), s | 0.7 | 9.1 | 9.3 | 0.4 | 0.0 | 78.0 | 4.6 | 0.0 | 9.3 | 5.1 | 0.0 | 3.1 |
| Cycle Q Clear(g_c), s | 0.7 | 9.1 | 9.3 | 0.4 | 0.0 | 78.0 | 4.6 | 0.0 | 9.3 | 5.1 | 0.0 | 3.1 |
| Prop In Lane | 1.00 | | 0.23 | 1.00 | | 0.33 | 1.00 | | 0.08 | 1.00 | | 0.24 |
| Lane Grp Cap(c), veh/h | 122 | 980 | 991 | 586 | 0 | 988 | 293 | 0 | 190 | 219 | 0 | 189 |
| V/C Ratio(X) | 0.23 | 0.27 | 0.27 | 0.03 | 0.00 | 1.07 | 0.25 | 0.00 | 0.71 | 0.36 | 0.00 | 0.24 |
| Avail Cap(c_a), veh/h | 159 | 980 | 991 | 636 | 0 | 988 | 332 | 0 | 364 | 251 | 0 | 349 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 31.2 | 9.0 | 9.1 | 6.7 | 0.0 | 21.9 | 42.8 | 0.0 | 52.0 | 42.9 | 0.0 | 48.9 |
| Incr Delay (d2), s/veh | 0.7 | 0.5 | 0.5 | 0.0 | 0.0 | 51.0 | 0.3 | 0.0 | 3.6 | 0.7 | 0.0 | 0,5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.5 | 2.8 | 2.9 | 0.1 | 0.0 | 37.6 | 1.8 | 0.0 | 4.0 | 2.0 | 0.0 | 1,2 |
| Unsig. Movement Delay, s/veh |] | L : 1.14 2013 (200*********************************** | erienment et statistier de stelle en en statie | | -0-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1- | on various de de Weiro | | | ENCORNANCE OF BRIDGES AND BRID | 20042Hmm22641A9041A | 40000V/100001000450100 | |
| LnGrp Delay(d),s/veh | 31.9 | 9.5 | 9.6 | 6.7 | 0.0 | 72.9 | 43.1 | 0.0 | 55.6 | 43.7 | 0.0 | 49.4 |
| LnGrp LOS | С | Α | Α | Α | Α | F | D | Α | Ε | D | Α | D |
| Approach Vol, veh/h | | 568 | | | 1079 | | | 208 | | | 124 | |
| Approach Delay, s/veh | 460004400444004460 | 10.6 | | ************************************** | 71.9 | | ************************************** | 51.2 | | | 45.7 | |
| Approach LOS | | В | | | E | | | D | | | D | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 12.1 | 18.1 | 9.1 | 82.0 | 12.6 | 17.6 | 8.2 | 82.9 | | | | |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | | | |
| Max Green Setting (Gmax), s | 9.0 | 24.0 | 6.0 | 76.0 | 9.0 | 24.0 | 6.0 | 76.0 | | | | |
| Max Q Clear Time (g_c+l1), s | 6.6 | 5.1 | 2.7 | 80.0 | 7.1 | 24.0 11.3 | 2.4 | 11.3 | | | | |
| Green Ext Time (p. c), s | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 20.9 | | | | |
| · · · · · · · · · · · · · · · · · · · | V.V | V. I | V.V | v.v | U.U | V.U | v.v | LV.J | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 50.5 | | | | | | | | | |
| HCM 6th LOS | | | D | | | | | | | | | |

Aurora Airport Rezone JRabinovitz .

| Intersection Int Delay, s/veh | 1.4 | | | in . | | | | | | 16, 35 | |
|---|---|----------------------|-----------------|--------------------------|-------------------------------------|---------------|--|-------------------|-------------------------------|--------|--|
| Movement | EBL | E8R | NBL | NBT | SBT SB | R | | | - W | | 5 5 6 |
| Lane Configurations Traffic Vol, veh/h Future Vol, veh/h | ₩ 15 15 | 1 0 10 | 25 25 | 4 1 195 195 | 1) . 45 2 45 2 | 0 0 | | | | | |
| Conflicting Peds, #/hr Sign Control | 0 Stop | 0 Stop | 0 Free | 0 Free | 0 Free Fre | 0 e | INTERNATION OF THE STATE OF THE | NEW SANDSONIS CAN | ISABINA FIRMANINI KAZABIDI SA | | In the second se |
| RT Channelized Storage Length Veh in Median Storage | 0 | None - | <u>.</u> | None - 0 | - Non - 0 | . - | | | | | |
| Grade, % Peak Hour Factor | ." 0 87 | - 87 | - 87 | 0 87 | 0 87 8 | - | | | | | |
| Heavy Vehicles, % Mymt Flow | 12 17 | 12 11 | 2 29 | 2 224 | sanduvening daylar moterus an delin | 9 | | | | | |
| | | | | | | | | | | | |
| Major/Minor A Conflicting Flow All | /linor2 346 | 64 | Aajor1 75 | 0 | Major2 - | 0 | | | <u> </u> | | |
| Stage 1 Stage 2 | 64 282 | 7 | | • | - | | | | | | |
| Critical Hdwy | 6.52 | 6.32 | 4.12 | | | • | | | | | |
| Critical Hdwy Stg 1 Critical Hdwy Stg 2 | 5,52 5.52 | - | - | - | - | - | | | | | |
| Follow-up Hdwy Pot Cap-1 Maneuver | 631 | 3.408 97 3 | 2.218 1524 | | - | - | | | | | |
| Stage 1 Stage 2 | 934 743 | - | - | • | - | - | | | | | |
| Platoon blocked, % Mov Cap-1 Maneuver | 617 | 973 | 1524 | - | • • | • | | | | | |
| Mov Cap-2 Maneuver Stage 1 | 617 913 | <u>-</u> | - | - | - | • | | | | | |
| Stage 2 | 743 | • | - | - | | • | | | | | |
| Approach HCM Control Delay, s HCM LOS | E8 10.2 B | | NB 0.8 | | 3B 0 | | | | | | alice this |
| | U | | | | | | | | | | |
| Minor Lane/Major Mym Capacity (veh/h) | | NBL 1524 | NBT E | 723 | SBT SB - | • | an an | | | | |
| HCM Lane V/C Ratio HCM Control Delay (s) HCM Lane LOS | AT ADMINISTRAL PORT OF PARTICIPATION OF | 0.019 7.4 A | 0 A | 0.04 10.2 B | | | | | | | |
| HCM 95th %tile Q(veh) | l | 0.1 | | 0.1 | | • | | | | | |

| Intersection | | | | | | | | 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 |
|---|------------------|----------------------|--|--------|--|---|--|---|
| Int Delay, s/veh | 1.6 | | | | | | | |
| Movement | EBL EB | | | 1 | | | | |
| Lane Configurations | 4 | | Ψ | | Ween 100 and 1 | | | |
| Traffic Vol, veh/h Future Vol, veh/h | 20 395 20 395 | | 50 15 50 15 | | | | | |
| Conflicting Peds, #/hr | 20 390 0 (| | 0 (| | | | | |
| Sign Control | Free Free | | Stop Stop | | | | | |
| RT Channelized | - None | e - None | - None | | | | | |
| Storage Length | |) 0 - | 0 . | | | | | |
| Veh in Median Storage Grade, % | ,# - (- (| | 0 . | | | | | |
| Peak Hour Factor | 88 88 | | 88 88 | | | | | |
| Heavy Vehicles, % | 9 (| | 9 9 | | | | | |
| Mvmt Flow | 23 449 | 9 415 216 | 57 17 | | | | | |
| \$225555 School of File poles (myoccompany is essentially a pro- | | | and the second s | | | 2720 MARTIN CONTROL OF A SAME OF A SAME | CONTRACTOR A PROCESSION AND A STATE OF THE ASSESSMENT A | 99944400000000000000000000000000000000 |
| | Major1 | | Minor2 | | | | | |
| Conflicting Flow All Stage 1 | 631 (|) - 0 | 1018 523 523 | } _ | | | | |
| Stage 2 | | | | | | | | |
| Critical Hdwy | 4.19 | | 6.49 6.29 |) | | | | |
| Critical Hdwy Stg 1 | * | | 0.10 | | | | | and a second resource of the second resource |
| Critical Hdwy Stg 2 | 0.004 | | | | | | | |
| Follow-up Hdwy Pot Cap∝t Maneuver | 2.281 919 | | 3.581 3.381 255 540 | | | | | |
| Stage 1 | - | | SERVICE SERVICE AND SERVICES AND SERVICES. | | | | | |
| Stage 2 | 4 4 | | 598 | | | | | |
| Platoon blocked, % | A./A | . | | | | | | |
| Mov Cap-1 Maneuver Mov Cap-2 Maneuver | 919 | | 247 540 247 · | | | | | |
| Stage 1 | - | | | • | | | | |
| Stage 2 | | | 598 - | • | | | | |
| | | | | | | | | |
| Approach | E8 | WB | SB | | | | a diagram | |
| HCM Control Delay, s | 0.4 | 0 | 22.2 | | | | | |
| HCM LOS | | | С | | | | | |
| | | | | | | | | - |
| Minor Lane/Major Mym | | | WBR SBLn1 | | | | ne-lin | Silin 2 |
| Capacity (veh/h) HCM Lane V/C Ratio | 919 0.025 | | - 282 - 0.262 | | | | | |
| HCM Control Delay (s) | | | - 0.202 | | | | | |
| HCM Lane LOS | F | ۱ A - | - C | ; | | | | |
| HCM 95th %tile Q(veh) |) 0.1 | | - 1 | | | | | |
| | | | | | | | | |

4: OR 551 & Arndt Road

Opening Year (2025) AM

| | <u> </u> | → | 7 | * | + | • | 4 | † | / | / | \ | 4 |
|--|--|----------------------|----------------------|------------|---------------------------|------------|------------|-------------|-------------------|--|--|---------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | 4 | | | र्स | ř | ሻ | ^ | 7 | ሻሻ | ^ | 7 |
| Traffic Volume (veh/h) | 45 | 80 | 10 | 50 | 65 | 605 | 20 | 610 | 60 | 365 | 385 | 20 |
| Future Volume (veh/h) | 45 | 80 | 10 | 50 | 65 | 605 | 20 | 610 | 60 | 365 | 385 | 20 |
| Initial Q (Qb), veh | 0 | 0 | 0 | . 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | introdes enther deinste | 1.00 | 1.00 | | 1.00 | 1.00 | A DISON MINES A SCHOOL | 0.98 |
| Parking Bus, Adj | 1.00 | 1.00 | 1,00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | 4000 | No | 4000 | 4000 | No | 4000 | 4000 | No | 4000 | 4000 | No | 4000 |
| Adj Sat Flow, veh/h/ln Adj Flow Rate, veh/h | 1600 48 | 1600 86 | 1600 11 | 1600 54 | 1600 70 | 1600 0 | 1600 22 | 1600 656 | 1600 65 | 1600 392 | 1600 414 | 1600 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 22 0.93 |
| Percent Heavy Veh, % | 11 | u.sa 11 | v.sv 11 | v.au 11 | u.əə 11 | u.əə 11 | 0.99 11 | u.sa 11 | 0.90 11 | v. 3 a 11 | - 0.93 11 | u.sa 11 |
| Cap, veh/h | 103 | 137 | 16 | 120 | 121 | - 11 | 43 | 901 | 763 | 498 | 1125 | 934 |
| Arrive On Green | 0.12 | 0.14 | 0.12 | 0.12 | 0.14 | 0.00 | 0.03 | 0.56 | 0.56 | 0.17 | 0.70 | 0.70 |
| Sat Flow, veh/h | 370 | 951 | 108 | 464 | 839 | 1356 | 1524 | 1600 | 1356 | 2956 | 1600 | 1328 |
| Grp Volume(v), veh/h | 145 | 0 | 0 | 124 | 0 | 0 | 22 | 656 | 65 | 392 | 414 | 22 |
| Grp Sat Flow(s),veh/h/ln | 1429 | Ö | Ö | 1303 | 0 | 1356 | 1524 | 1600 | 1356 | 1478 | 1600 | 1328 |
| Q Serve(g_s), s | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.4 | 29.4 | 2.1 | 12.3 | 10.0 | 0.5 |
| Cycle Q Clear(g_c), s | 9.6 | 0.0 | 0.0 | 9.0 | 0.0 | 0.0 | 1.4 | 29.4 | 2.1 | 12.3 | 10.0 | 0.5 |
| Prop In Lane | 0.33 | SOHWAREHAILDHASSAAND | 0.08 | 0.44 | XII KARAMA DEDIGA MEMBERI | 1.00 | 1.00 | | 1.00 | 1.00 | 10000000000000000000000000000000000000 | 1.00 |
| Lane Grp Cap(c), veh/h | 226 | 0 | 0 | 215 | 0 | | 43 | 901 | 763 | 498 | 1125 | 934 |
| V/C Ratio(X) | 0.64 | 0.00 | 0.00 | 0.58 | 0.00 | | 0.51 | 0.73 | 0.09 | 0.79 | 0.37 | 0.02 |
| Avail Cap(c_a), veh/h | 510 | - 0 | 0 | 490 | 0 | | 244 | 1025 | 869 | 1085 | 1125 | 934 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1,00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1,00 |
| Uniform Delay (d), s/veh | 39.8 | 0.0 | 0.0 | 39.5 | 0.0 | 0.0 | 46.3 | 15.7 | 9.7 | 38,5 | 5.7 | 4.3 |
| Incr Delay (d2), s/veh | 2.2 | 0.0 | 0.0 | 2.4 | 0.0 | 0.0 | , 6.8 | 2.6 | 0.1 | 2.1 | 0.3 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.3 | 0.0 | 0.0 | 2.9 | 0,0 | 0.0 | 0.6 | 9.2 | 0.5 | 4.3 | 2.3 | 0.1 |
| Unsig. Movement Delay, s/veh | Constitution of the Consti | | | 44.6 | | 3.6 | -A A | | | 16.6 | | |
| LnGrp Delay(d), s/veh | 42.0 | 0.0 | 0.0 | 41.9 | 0.0 | 0.0 | 53.2 D | 18.3 | 9.8 | 40.6 | 6.0 | 4.3 |
| LnGrp LOS | D | A | A | D | A 404 | | <u>U</u> | B 743 | Α | D | A | A |
| Approach Vol, veh/h Approach Delay, s/veh | | 145 | | | 124 41.9 | | | | | | 828 22.4 | |
| Approach LOS | | 42.0 D | | | 41.9 D | | | 18.6 B | | | 22.4 C | |
| Appleadit E96 | | | STATE STATE OF STATE | | | | | | | | | |
| Timer - Assigned Phs | - 1 | 2 | | 4 | 5 | 6 | | - 8 | | | | |
| Phs Duration (G+Y+Rc), s | 6.7 | 72.0 | | 18.0 | 20.3 | 58.5 | | 18.0 | | | | |
| Change Period (Y+Rc), s | 4.5 | 6.0 | | 6.0 | 4.5 | 6.0 | | 6.0 | | rivers de service de la compansión de la c | oo oo daalaa oo o | even minimum in toward |
| Max Green Setting (Gmax), s | 15.0 | 60.0 | | 31.0 | 35.0 | 60.0 | | 31.0 | | | | |
| Max Q Clear Time (g_c+l1), s | 3.4 | 12.0 | | 11.0 | 14.3 | 31.4 | | 11.6 | | | | |
| Green Ext Time (p_c), s | 0.0 | 17.4 | | 0.5 | 1.5 | 21.1 | | 0.4 | | | | |
| Intersection Summary | | | | | | | | | | | | . W. W. |
| HCM 6th Ctrl Delay | | | 23.7 | | | | | | | | | |
| HCM 6th LOS | | | С | | | | | | | | | www.moodenberk |
| | Maria de la composición dela composición de la composición de la composición de la composición dela composición de la composición de la composición dela composición dela composición dela composición de la composición dela composición de | | | | | | | | | | 600000000000000000000000000000000000000 | Notice and the control of |

Notes

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

| Intersection | | | | | eli eli | | | | | | | | | | |
|---|--------------------|-----------------|-------------------|---------------|---------------|-----------------------------|----------|----------|------------------|--|----------|----------|---------------|----------------------|-------------------|
| Int Delay, s/veh | 2.4 | | | | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | | | |
| Lane Configurations | | ₩ | | | 4 | | ሻ | ß | | ኘ | ↑ | 7 | | acomorphismes evedas | en-menerales |
| Traffic Vol, veh/h | 20 | 5 | - 35 - 25 | 5 | 5 | 10 | 40 | 665 | 30 | 20 | 410 | 10 | | | |
| Future Vol, veh/h Conflicting Peds, #/hr | 20 0 | 5 0 | 35 0 | 5 0 | 5 0 | 10 0 | 40 0 | 665 0 | 30 0 | 20 0 | 410 0 | 10 0 | | | |
| Sign Control | Stop | | | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free | | | |
| RT Channelized | | | None | | | None | • | | None | - | • | | | | |
| Storage Length | - | - 8 | | | | - | 500 | - | - | 500 | - | 160 | | | enegia |
| Veh in Median Storage Grade, % | 9,# - - | 0 | - | • • | 0 0 | - - | - | 0 | | - | 0 | _ | | ananana | |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | - 88 | 88 | 88 | 88 | 88 | 88 | 88 | | | |
| Heavy Vehicles, % | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | | | outroscours |
| Mvmt Flow | 23 | 6 | 40 | 6 | 6 | 11 | 45 | 756 | 34 | 23 | 466 | 11 | | | |
| | | | | | | | 62.00 | | | | | | 710 | | SOCIETION I |
| | Minor2 | 1392 | | inor1 | 1386 | energen serretari tarapent. | Major1 | | | Major2 | | | n - n - h - h | | |
| Conflicting Flow All Stage 1 | 1384 512 | 512 | 466 - | 1404 863 | 863 | 773 - | 477 | 0 | 0 | 790 | 0 | 0 | | | |
| Stage 2 | 872 | 880 | - | 541 | 523 | - | - | • | - | ###################################### | - | - | | | |
| Critical Hdwy | 7.19 | 6.59 | 6.29 | 7.19 | 6.59 | 6.29 | 4.19 | | • | 4.19 | | * | | | |
| Critical Hdwy Stg 1 | 6.19 | 5.59 | . | 6.19 | 5.59 | - | - | - | - | • | - | . | | | \$18 3 866 |
| Critical Hdwy Stg 2 Follow-up Hdwy | 6.19 3.581 | 5.59 4.081 (| 3.381 G | 6.19 3.581 | 5,59 4.081 | 3.381 | 2.281 | - | • | 2.281 | - | - | | | |
| Pot Cap-1 Maneuver | 117 | 137 | 582 | 113 | 138 | 388 | 1050 | • | ÷ | 800 | • | | | | |
| Stage 1 | 532 | 525 | - | 340 | 362 | - | - | - | - | - | - | | | | 59959694 |
| Stage 2 | 336 | 356 | • | 513 | 519 | • | • | _ | • | • | • | • | | | |
| Platoon blocked, % Mov Cap-1 Maneuver | 104 | 127 | 582 | 96 | 128 | 388 | 1050 | • | | 800 | - | - | | | |
| Mov Cap-2 Maneuver | 104 | 127 | 69 737 657 | 96 | 128 | | - | | \$,650,550. • | _ | - | | | | |
| Stage 1 | 509 | 510 | • | 325 | 346 | | • | • | - | • | | | | | |
| Stage 2 | 307 | 341 | - | 459 | 504 | - | | - | - | - | - | - | | | |
| | | | | |),(857/85) | | | | | | | | | | |
| Approach | EB | -aii | | WB | | | NB os | | | SB | | | | | |
| HCM Control Delay, s HCM LOS | 30.9 D | | | 29.3 D | | | 0.5 | | | 0.4 | | | | | |
| | | | | | | | | | | | | | | | |
| Minor Lane/Major Myn | nt | NBL | NBT | NBRE | :BLn1V | VBLn1 | SBL | SBT | SBR | | | | | | |
| Capacity (veh/h) | | 1050 | | - | 206 | 171 | 800 | - | _ | 331366 | | | | | |
| HCM Lane V/C Ratio | | 0.043 | - | | 0.331 | 0.133 | 0.028 | | - | | | | | | Pitresson |
| HCM Control Delay (s |) | 8.6 | • | • | 30.9 | 29.3 | 9.6 | • | • | | | | | | |
| HCM Lane LOS HCM 95th %tile Q(veh | Y | A 0.1 | - | • • | D 1.4 | D 0.4 | A 0.1 | - | • | | | | | | |
| | ' | | | | | | | | | | | | | | |

| | ۶ | - | * | • | 4 | 4 | 4 | <u></u> | <i>/</i> * | / | ↓ | 4 |
|------------------------------|---|---------------------------|----------------------|---|------|------|------|----------|--------------------|---|------------------------------------|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | MBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | , Y | 7+ | | ሻ | 1→ | | ሻ | ^ | 75 | ኻ | ^ | 7 |
| Traffic Volume (veh/h) | 130 | 355 | 25 | 45 | 270 | 35 | 50 | 570 | 30 | 40 | 380 | 30 |
| Future Volume (veh/h) | 130 | 355 | 25 | 45 | 270 | 35 | 50 | 570 | 30 | 40 | 380 | 30 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1,00 | 1.00 | 1,00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | arte dan sama da arte | No | | d. B B | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1614 | 1614 | 1614 | 1614 | 1614 | 1614 | 1614 | 1614 | 1614 | 1614 | 1614 | 1614 |
| Adj Flow Rate, veh/h | 141 | 386 | 27 | 49 | 293 | 38 | 54 | 620 | 33 | 43 | 413 | 33 |
| 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, % | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Cap, veh/h | 169 | 460 | 32 | 61 | 334 | 43 | 67 | 771 | 653 | 52 | 755 | 640 |
| Arrive On Green | 0.11 | 0.31 | 0.30 | 0.04 | 0.24 | 0.23 | 0.04 | 0.48 | 0.48 | 0.03 | 0.47 | 0.47 |
| Sat Flow, veh/h | 1537 | 1490 | 104 | 1537 | 1399 | 181 | 1537 | 1614 | 1367 | 1537 | 1614 | 1367 |
| Grp Volume(v), veh/h | 141 | 0 | 413 | 49 | 0 | 331 | 54 | 620 | 33 | 43 | 413 | 33 |
| Grp Sat Flow(s),veh/h/ln | 1537 | 0 | 1595 | 1537 | 0 | 1581 | 1537 | 1614 | 1367 | 1537 | 1614 | 1367 |
| Q Serve(g_s), s | 10.3 | 0.0 | 27.7 | 3.6 | 0.0 | 23.1 | 4.0 | 37.3 | 1.5 | 3.2 | 20.9 | 1.5 |
| Cycle Q Clear(g_c), s | 10.3 | 0.0 | 27.7 | 3.6 | 0.0 | 23.1 | 4.0 | 37.3 | 1.5 | 3.2 | 20.9 | 1.5 |
| Prop In Lane | 1.00 | | 0.07 | 1.00 | | 0.11 | 1.00 | | 1.00 | 1.00 | ALEXANDER SANTONIC DE SANTONICE DE | 1.00 |
| Lane Grp Cap(c), veh/h | 169 | 0 | 493 | 61 | 0 | 378 | 67 | 771 | 653 | 52 | 755 | 640 |
| V/C Ratio(X) | 0.84 | 0.00 | 0.84 | 0.80 | 0.00 | 0.88 | 0.81 | 0.80 | 0.05 | 0.82 | 0.55 | 0.05 |
| Avail Cap(c_a), veh/h | 470 | 0 | 507 | 470 | 0 | 503 | 268 | 874 | 741 | 268 | 874 | 741 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 50.0 | 0.0 | 36.9 | 54.5 | 0.0 | 42.0 | 54.3 | 25.4 | 16.0 | 55.0 | 21.8 | 16.6 |
| Incr Delay (d2), s/veh | 7.9 | 0.0 | 11.3 | 16.5 | 0.0 | 11,9 | 15.4 | 5.4 | 0.0 | 20.5 | 0.9 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 4.1 | 0,0 | 11.6 | 1.6 | 0.0 | 9,9 | 1.8 | 13.8 | 0.4 | 1.5 | 7.3 | 0.4 |
| Unsig. Movement Delay, s/ve | :h | | | | | | | | | article (artistrar of standing and photosoci | | >=000334K3=0004K3=0 |
| LnGrp Delay(d),s/veh | 57.9 | 0.0 | 48.2 | 71.0 | 0.0 | 53.9 | 69.7 | 30.8 | 16.0 | 75.5 | 22.6 | 16.6 |
| LnGrp LOS | Е | Α | D | E | Α | D | E | C | В | Ε | С | В |
| Approach Vol, veh/h | | 554 | | | 380 | | | 707 | | | 489 | |
| Approach Delay, s/veh | 001110710000110070000000000000000000000 | 50.7 | maxagiii)ogiiiiyeoo; | ACTION ASSESSMENT CONTROL OF STREET | 56.1 | | | 33.0 | | | 26.9 | 6669/s26691950 2 4 |
| Approach LOS | | D | | | Ε | | | C | | | C | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | c | • | | | | | |
| | | | | | | 6 | 1 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 9,0 | 57.6 | 16.6 | 31.3 | 7.9 | 58.7 | 8.5 | 39.4 | | | | |
| Change Period (Y+Rc), s | 4.0 | 6.0 | 4.0 | * 5.4 | 4.0 | 6.0 | 4.0 | * 5.4 | | | | |
| Max Green Setting (Gmax), s | | 60.0 | 35.0 | * 35 | 20.0 | 60.0 | 35.0 | * 35 | | | | |
| Max Q Clear Time (g_c+l1), s | | 22.9 | 12.3 | 25.1 | 5.2 | 39.3 | 5.6 | 29.7 | | | elenkinninineksynik | (0) CONTROL CONTROL |
| Green Ext Time (p_c), s | 0.1 | 12.6 | 0.4 | 0.9 | 0.0 | 13.4 | 0.1 | 0.7 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 40.3 | | | | | | | | | |
| HCM 6th LOS | | ymoliisiirestifaa,millaa, | D | ::::::::::::::::::::::::::::::::::::::: | | | | | antistusistiitiisi | | | |
| Nates | | | | | | | | | | | | Servenskapen |

Notes

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

| Intersection | - | |
|--|----------------------|-----------------------------|
| Int Delay, s/veh | 0.3 | |
| Movement | EBL | EBR NBL NBT SBT SBR |
| Lane Configurations | K f | a p |
| Traffic Vol, veh/h | . 5 - | 0 5 205 60 5 |
| Future Vol, veh/h | 5 0 | 0 5 205 60 5 0 0 0 0 0 |
| Conflicting Peds, #/hr Sign Control | Stop | Stop Free Free Free |
| RT Channelized | Olop | |
| Storage Length | 0 | - · · · |
| Veh in Median Storage | godad-crastvanofeter | |
| Grade, % | 0 | 0 0 - |
| Peak Hour Factor | 87 | 87 87 87 87 87 0 2 2 7 7 |
| Heavy Vehicles, % Mymt Flow | 0 6 | 0 2 2 7 7 0 6 236 69 6 |
| HIVING TOTAL | • | |
| Major/Minor N | /linor2 | Major1 Major2 |
| Conflicting Flow All | 320 | 72 75 0 - 0 |
| Stage 1 | 72 | |
| Stage 2 | 248 | |
| Critical Hdwy | 6.4 | 6.2 4.12 |
| Critical Hdwy Stg 1 | 5.4 | |
| Critical Hdwy Stg 2 Follow-up Hdwy | 5.4 3.5 | 3.3 2.218 |
| Pot Cap-1 Maneuver | 678 | 3.3 2.218 996 1524 |
| Stage 1 | 956 | |
| Stage 2 | 798 | |
| Platoon blocked, % | | • • |
| Mov Cap-1 Maneuver | 675 | 996 1524 |
| Mov Cap-2 Maneuver Stage 1 | 675 951 | |
| Stage 2 | 798 | |
| | | |
| Approach | ЕВ | NB SB |
| HCM Control Delay, s | 10.4 | 0.2 0 |
| HCM LOS | В | |
| | | |
| Minor Lane/Major Mvm | ı | NBL NBTEBLn1 SBT SBR |
| Capacity (veh/h) | | 1524 - 675 |
| HCM Lane V/C Ratio | annahmuni | 0.004 - 0.009 |
| HCM Control Delay (s) | | 7.4 0 10.4 |
| HCM Lane LOS | ı. | A A B 0 |
| HCM 95th %tile Q(veh) | | U + U + + |
| | | |

| | _ ^ | > | 7 | * | 4 | 4 | 4 | † | / | / | ↓ | 4 |
|--------------------------------------|------------------------|--------------|------------------------------|-------------------|-------------------|--|-------------------|-------------------|--|--------------|----------------------------|---------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | Ŋ | ሳ ጐ | manter that are the same and | ሻ | | Security Assessment of the Security Assessment | ሻ | ^ | California Carrier (ar Parla de Austra Carrier (ar Angele de Austra Carrier (ar Angele de Austra Carrier (ar A | ሻ | } | ar conversation and |
| Traffic Volume (veh/h) | 10 | 695 | 65 | 10 | 525 | 115 | 60 | 45 | 35 | 185 | 60 | 30 |
| Future Volume (veh/h) | 10 | 695 | 65 | 10 | 525 | 115 | 60 | 45 | 35 | 185 | 60 | 30 |
| Initial Q (Qb), veh | 400 | 0 | 0 1.00 | 0 1.00 | 0 | 100 | 400 | 0 | 0.99 | 0 1.00 | 0 | 100 |
| Ped-Bike Adj(A_pbT) 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 | 1.00 | 1.00 | 1.00 1.00 |
| Work Zone On Approach | I.UV | No | | 1.00 | No | 1.00 | 1.00 | No | 1.90 | 1.00 | No | 1.90 |
| Adj Sat Flow, veh/h/ln | 1709 | 1709 | 1709 | 1709 | 1709 | 1709 | 1709 | 1709 | 1709 | 1709 | 1709 | 1709 |
| Adj Flow Rate, veh/h | 11 | 764 | 71 | 11 | 577 | 126 | 66 | 49 | 38 | 203 | 66 | 33 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, % | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Cap, veh/h | 356 | 1819 | 169 | 431 | 823 | 180 | 283 | 84 | 65 | 302 | 147 | 73 |
| Arrive On Green | 0.03 | 0.61 | 0.59 | 0.03 | 0.61 | 0.59 | 0.07 | 0.09 | 0.07 | 0.11 | 0.14 | 0.12 |
| Sat Flow, veh/h | 1628 | 3003 | 279 | 1628 | 1359 | 297 | 1628 | 886 | 687 | 1628 | 1075 | 537 |
| Grp Volume(v), veh/h | 11 | 413 | 422 | 11 | 0 | 703 | 66 | 0 | 87 | 203 | 0 | 99 |
| Grp Sat Flow(s),veh/h/ln | 1628 | 1624 | 1659 | 1628 | 0 | 1655 | 1628 | 0 | 1573 | 1628 | 0 | 1612 |
| Q Serve(g_s), s | 0.2 0.2 | 13.6 13.6 | 13.7 13.7 | 0.2 0.2 | 0,0 0.0 | 29.6 29 .6 | 3.6 3.6 | 0.0 0.0 | 5.4 5.4 | 11.0 11.0 | 0.0 0.0 | 5.7 5.7 |
| Cycle Q Clear(g_c), s Prop In Lane | 1.00 | 13.0 | 0.17 | 1.00 | 0.0 | 25:6 0.18 | 3.0 1.00 | 0.0 | 9.4 0.44 | 1.00 | 0.0 | 0.33 |
| Lane Grp Cap(c), veh/h | 356 | 983 | 1004 | 431 | 0 | 1002 | 283 | 0 | 149 | 302 | 0 | 220 |
| V/C Ratio(X) | 0.03 | 0.42 | 0.42 | 0.03 | 0.00 | 0.70 | 0.23 | 0.00 | 0.58 | 0.67 | 0.00 | 0.45 |
| Avail Cap(c_a), veh/h | 479 | 1204 | 1230 | 555 | 0 | 1227 | 351 | 0 | 404 | 302 | 0 | 414 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 11.1 | 10.6 | 10.7 | 7.6 | 0.0 | 13.8 | 37.1 | 0.0 | 44.3 | 35.3 | 0.0 | 40.5 |
| Incr Delay (d2), s/veh | 0.0 | 0.9 | 0.9 | 0.0 | 0.0 | 4.1 | 0.3 | 0.0 | 2.7 | 5.3 | 0,0 | 1.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/in | 0.1 | 4.4 | 4.6 | 0.1 | 0.0 | 10.5 | 1.4 | 0.0 | 2.1 | 4.6 | 0.0 | 2.2 |
| Unsig. Movement Delay, s/vel | | 44.5 | 11.6 | 7.6 | 0.0 | 17.9 | 37.4 | 0.0 | 47.0 | 40.6 | 0.0 | 41.5 |
| LnGrp Delay(d),s/veh LnGrp LOS | 11.1 B | 11.5 B | 11.0 B | 7.0 A | 0.0 A | 17.9 B | 31.4 D | U.U A | 47.0 D | 40.0 D | 0.0 A | 41.9 D |
| Approach Vol, veh/h | | 846 | U | | 714 | ט | U | 153 | D | U | 302 | |
| Approach Delay, s/veh | | 11.5 | | | 17.8 | | | 42.9 | | | 40.9 | |
| Approach LOS | | В | | | В | | | D. | | | D | |
| Timer - Assigned Phs | issooniselliselliselli | 2 | 3 | Ä | 5 | 6 | 7 | 8 | | | INVESSORISTICS IN | ACTOR CONTROL OF |
| Phs Duration (G+Y+Rc), s | 10.7 | 17.8 | 7.3 | 65.3 | 15.0 | 13.6 | 7.3 | 65.3 | | | all a s | |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | | | |
| Max Green Setting (Gmax), s | | 24.0 | 9.0 | 73.0 | 9.0 | 24.0 | 9.0 | 73.0 | | | | |
| Max Q Clear Time (g_c+l1), s | | 7.7 | 2.2 | 31.6 | 13.0 | 7.4 | 2.2 | 15.7 | | | n etista alla alla alla al | |
| Green Ext Time (p_c), s | 0.0 | 0,2 | 0.0 | 27.7 | 0.0 | 0.2 | 0.0 | 33.7 | | | | |
| Intersection Summary | | | 10 | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 20.5 | | 15010-1501 | | | | | | | |
| HCM 6th LOS | | | С | | enemente en merch | | | | | | | |
| | | | | | | | | | | | | |

| Intersection | | | | | | | | | | | | | | |
|--|--|----------------|----------------------------|----------------------|--|--|--|--------------------------|---|---|--------------------------|--------------------------------------|---|--------------------------|
| Int Delay, s/veh | 2.3 | | in and a second | | Times in Section 1 | | | | | | | | | 0 - 5 1 |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR | | | | | | k | Jun 1 | di . |
| Lane Configurations Traffic Vol, veh/h | */* 30 | 30 | 10 | 4 65 | ₽ 160 | 15 | | | | | | | | |
| Future Vol, veh/h | 30 | 30 | 10 | 65 | 160 | 15 | | | | | | | | |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | |
| Sign Control RT Channelized | Stop | Stop | Free | Free | Free | Free | | | | | | | | |
| Storage Length | - 0 | None - | - | None - | - | None - | | | | | | | | |
| Veh in Median Storage | ,# 0 | | - | 0 | 0 | 100 VIII VIII VIII VIII VIII VIII VIII V | | | | | | | | |
| Grade, % | 0 | - | - | 0 | 0 | | | | | | | | | |
| Peak Hour Factor Heavy Vehicles, % | 75 4 | 75 4 | 75 6 | 75 6 | 75 2 | 75 2 | | | | | | | | |
| Mymt Flow | 40 | 40 | 13 | 87 | 213 | 20 | | | | | | | | |
| . 1944 | and the second s | nooneeeeeeeeee | 1741 mily 200 occurrent oc | CONTRACTO POCUME GCO | record and an action of a second seco | 1455000 14000 S 15050 S | -1-20-7-114-m-5 1-120-1219 | 100000 PADOS DA 10000 PA | 200000000000000000000000000000000000000 | | era razzonikoniera daron | 1916 TO 1816 TO 1816 TO 1816 TO 1816 | PER 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | A000-000-000-140-000-4-4 |
| | Minor2 | | dajor1 | | Aajor2 | | | | | | | | | |
| Conflicting Flow All | 336 | 223 | 233 | 0 | - | 0 | | | | | | | | |
| Stage 1 Stage 2 | 223 113 | _ | - | - | | - | | | | | | | | |
| Critical Hdwy | 6.44 | 6.24 | 4.16 | Ţ | • | - | | | | | | | | |
| Critical Hdwy Stg 1 | 5.44 | - | - | - | - | • | | | | | | | | |
| Critical Hdwy Stg 2 Follow-up Hdwy | 5.44 3.536 | 3.336 | 2 254 | - | - | _ | | | | | | | | |
| Pot Cap-1 Maneuver | 655 | 812 | 1311 | - | • | • | | | | | | | | |
| Stage 1 | 809 | • | - | - | - | • | | | | | | | | |
| Stage 2 Platoon blocked, % | 907 | • | * | - | | | | | | | | | | |
| Mov Cap-1 Maneuver | 648 | 812 | 1311 | - | - | - | | | | | | | | |
| Mov Cap-2 Maneuver | 648 | • | • | * | - | • | VV. 100-00-1120-11-11-11-11-11-11-11-11-11-11-11-11-11 | | | | | | | |
| Stage 1 Stage 2 | 801 907 | • | - | _ | - | - | | | | | | | | |
| | 001 | | | - | _ | - | | | | | | | | |
| Approach | E8 | | NB | | SB | | | | | | | | | |
| HCM Control Delay, s | 10.6 | | 1 | | 0 | | | | | | | | | 0.010 |
| HCM LOS | В | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| Minor Lane/Major Mvm Capacity (veh/h) | l | NBL | (Administrativa | EBLn1 | SBT | SBR | | | | 0 | | | | |
| HCM Lane V/C Ratio | | 1311 0.01 | • | 721 0.111 | • | | | | | | | | | |
| HCM Control Delay (s) | | 7.8 | 0 | 10.6 | | • | | | | | | | | |
| HCM Lane LOS | | A | Α | В | - | - | | | | | | | | |
| HCM 95th %tile Q(veh) | l . | 0 | - | 0.4 | • | | | | | | | | | |

| Intersection Int Delay, s/veh | 9.3 | | | | | | | uliy |
|--|--------------------------------|---|---------------------------|---------------------------|--------|---|---|---|
| Movement | EBL EBT | WBT WBR | SBL | SBR | - 10 M | | | 16 |
| Lane Configurations Traffic Vol, veh/h Future Vol, veh/h | લે 1 5 415 15 415 | 1.465 65 465 65 | 150 150 | 30 30 | | | | |
| Conflicting Peds, #/hr Sign Control | 0 0 Free Free | 0 0 Free Free | 0 Stop | 0 Stop | | | | |
| RT Channelized Storage Length Veh in Median Storage, | - None # - 0 | - Charles VI 2022222 Harris of VI | , 0 0 | None - - | | | | |
| Grade, % Peak Hour Factor Heavy Vehicles, % | - 0 87 87 7 7 | 87 87 | 0 87 2 | - 87 2 | | | | nessulmas statististististististististististististist |
| Mymt Flow | 17 477 | | 172 | 34 | | | | |
| | | | Minor2 | | 96 g | | | W. S. W. |
| Conflicting Flow All Stage 1 Stage 2 | 609 0 | 7 10 5 | 1083 572 511 | 572 * | | Ļ | | |
| Gritical Hdwy Critical Hdwy Stg 1 | 4.17 | | 6.42 5.42 | 6.22 - | | | | |
| | 2.263 | | V.V.V | | | | | |
| Pot Cap-1 Maneuver Stage 1 Stage 2 | 946 - | | 240 565 602 | 520 - | | | | |
| Platoon blocked, % Mov Cap-1 Maneuver | - 946 - | - | 234 | 520 | | | | |
| Mov Cap-2 Maneuver Stage 1 Stage 2 | • • | | 234 551 602 | <u>.</u> | | | | |
| | | | 002 | | | | | |
| Approach HCM Control Delay, s HCM LOS | EB 0.3 | WB 0 | SB 58.2 F | | | | orini ka sa | |
| | | | | | | | | |
| Minor Lane/Major Mvm Capacity (veh/h) | 946 | | WBR 5 | 258 | | | | |
| HCM Lane V/C Ratio HGM Control Delay (s) HCM Lane LOS | 0.018 8.9 A | 0 - | OVEREN EREINGA CONTRA | 0.802 58.2 F | | | | |
| HCM 95th %tile Q(veh) | | | • | 6.2 | | | | |

| | ۶ | → | * | • | ← | 4 | 4 | † | ~ | / | ↓ | 4 |
|------------------------------|-----------------|--|-------------------------|---------------------------------------|----------|---|-------------------------|------------------|---------------------------------|-----------------------------|--------------------------|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | 4 | | | 4 | 7 | J. | † | 7 | 1,1,1 | ↑ | * |
| Traffic Volume (veh/h) | 35 | 100 | 20 | 80 | 90 | 445 | 5 | 360 | 45 | 635 | 610 | 50 |
| Future Volume (veh/h) | 35 | 100 | 20 | 80 | 90 | 445 | 5 | 360 | 45 | 635 | 610 | 50 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1,00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | -caterio | dan orași | No | anamen anakatan na aman un sida | en verene de entre en en en | No | nerotumourumourumourumo |
| Adj Sat Flow, veh/h/ln | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 |
| Adj Flow Rate, veh/h | 37 | 105 | 21 | 84 | 95 | 0 | 5 | 379 | 47 | 668 | 642 | 53 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 |
| Cap, veh/h | 96 | 205 | 37 | 167 | 147 | | 20 | 682 | 578 | 814 | 1101 | 933 |
| Arrive On Green | 0.16 | 0.18 | 0.16 | 0.16 | 0.18 | 0.00 | 0.01 | 0.41 | 0.41 | 0.26 | 0.66 | 0.66 |
| Sat Flow, veh/h | 237 | 1111 | 199 | 566 | 793 | 1414 | 1589 | 1668 | 1414 | 3082 | 1668 | 1414 |
| Grp Volume(v), veh/h | 163 | 0 | 0 | 179 | 0 | 0 | 5 | 379 | 47 | 668 | 642 | 53 |
| Grp Sat Flow(s),veh/h/ln | 1548 | 0 | 0 | 1359 | 0 | 1414 | 1589 | 1668 | 1414 | 1541 | 1668 | 1414 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 2.7 | 0.0 | 0.0 | 0.3 | 14.6 | 1.7 | 17.1 | 17.9 | 1.1 |
| Cycle Q Clear(g_c), s | 8.1 | 0.0 | 0.0 | 10.8 | 0.0 | 0.0 | 0.3 | 14.6 | 1.7 | 17.1 | 17.9 | 1.1 |
| Prop In Lane | 0.23 | | 0.13 | 0.47 | | 1.00 | 1.00 | zicementerentena | 1.00 | 1.00 | 000704400000144404044244 | 1.00 |
| Lane Grp Cap(c), veh/h | 302 | 0 | 0 | 282 | 0 | | 20 | 682 | 578 | 814 | 1101 | 933 |
| V/C Ratio(X) | 0.54 | 0.00 | 0.00 | 0.64 | 0.00 | | 0.25 | 0.56 | 80.0 | 0.82 | 0.58 | 0.06 |
| Avail Cap(c_a), veh/h | 617 | 0 | 0 | 577 | 0 | | 292 | 1228 | 1041 | 1299 | 1228 | 1041 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 31.5 | 0.0 | 0.0 | 32.8 | 0.0 | 0.0 | 41.2 | 19.1 | 15.2 | 29.1 | 7.9 | 5.1 |
| Incr Delay (d2), s/veh | 1.1 | 0.0 | 0.0 | 2.4 | 0.0 | 0.0 | 4.8 | 1.0 | 0.1 | 1.8 | 0.8 | 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(50%),veh/ln | 3.0 | 0.0 | 0.0 | 3.6 | 0.0 | 0.0 | 0.1 | 5.0 | 0.5 | 5.8 | 4.4 | 0.2 |
| Unsig. Movement Delay, s/veh | | | | =00000 <u>00000</u> 00 <u>1</u> 00000 | | | | | | | | *************************************** |
| LnGrp Delay(d),s/veh | 32.7 | 0.0 | 0.0 | 35.2 | 0.0 | 0.0 | 46.0 | 20.1 | 15.3 | 30.9 | 8.7 | 5.1 |
| LnGrp LOS | C | Α | A | D | A | *************************************** | D | С | В | С | A | A |
| Approach Vol, veh/h | | 163 | | | 179 | | | 431 | | | 1363 | |
| Approach Delay, s/veh | | 32.7 | | | 35.2 | | | 19.9 | | \$-m-2-m-5-000000 | 19.4 | 2000000000000000 |
| Approach LOS | | С | | | D | | | В | | | В | |
| Timer - Assigned Phs | - 1 | 2 | | 4 | 5 | 6 | | - 8 | | | | |
| Phs Duration (G+Y+Rc), s | 5.1 | 59.6 | | 19.6 | 26.2 | 38.4 | | 19.6 | | | | |
| Change Period (Y+Rc), s | 4.5 | 6.0 | ei-10.40/09-20-00-00-00 | 6.0 | 4.5 | 6.0 | | 6.0 | | | | 200000000000000000000000000000000000000 |
| Max Green Setting (Gmax), s | 15.0 | 60.0 | | 31.0 | 35.0 | 60.0 | | 31.0 | | | | |
| Max Q Clear Time (g_c+l1), s | 2.3 | 19.9 | omoreonales anno 1900 | 12.8 | 19.1 | 16,6 | na-vaternoj danistedija | 10.1 | erzer CERTANATUR (1995) | | | ATTENNED TO THE POST |
| Green Ext Time (p_c), s | 0.0 | 25.9 | | 0.7 | 2.6 | 15.8 | | 0.5 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | <u>- 100 - 100</u> | 21.9 | | | | | | | | | |
| HCM 6th LOS | | | C | | | | | | | | | |
| | D-10-34-57-12-4 | | ~ | | | | | | | | | |

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

| Intersection Int Delay, s/veh | 4.1 | | | | | 6.2 | | | 266 | | | | | | | |
|--|--|-------|----------------------------------|---------|--|--------------------------------|--|---------------------------|----------------------------|--------------------|-------------------------|---------------------------|-------------------------------|---|--|--|
| Movement | | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | | an dual and | | |
| Lane Configurations | سالنامنا | ↔ | LIBIN | TYDL | 4 | 44014 | HADE A | 1ND1 | NON | <u>ত্ত্র</u> দ্ | <u>∞oı</u> | nee T | | | | |
| Traffic Vol. veh/h | 10 | 5 | 45 | 15 | 25 | 15 | 30 | 395 | 5 | 10 | 680 | 35 | | | | |
| Future Vol, veh/h | 10 | 5 | 45 | 15 | 25 | 15 | 30 | 395 | 5 | 10 | 680 | 35 | | | | |
| Conflicting Peds, #/hr | 0 | 0 | 0 | . 0 | 0 | 0 | 0 | 000 | 0 | 0 | 000 | 0 | | | | |
| Sign Control | a branca to the construction of the | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free | | | | (42500E) |
| RT Channelized | | | None - | | | None | | | None | | - | None | | | | |
| Storage Length | • | - | | - | ************************************** | | 500 | - | - | 500 | - | 160 | | | | 20000000000000000000000000000000000000 |
| Veh in Median Storage |),# - | 0 | | • | 0 | - | - | 0 | • | • | 0 | • | | | | |
| Grade, % | - | 0 | | - | 0 | - | - | 0 | - | - | 0 | - | | utcommonono mana | | .,/*************************** |
| Peak Hour Factor | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | | | | |
| Heavy Vehicles, % | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | SLAN Annihar's Abbin Jua | and a final matrices of the Section | and Politica and the American con- | annon alamon a a |
| Mvmt Flow | 12 | 6 | 54 | 18 | 30 | 18 | 36 | 476 | 6 | 12 | 819 | 42 | | | | |
| | | | | | | | | | | | | | | | | |
| Major/Minor | Minor2 | | ħ | /linor1 | 4 | - 1 | Major1 | | ħ | /ajor2 | | | | 16 | | |
| Conflicting Flow All | 1418 | 1397 | 819 | 1445 | 1436 | 479 | 861 | 0 | 0 | 482 | 0 | 0 | | | | |
| Stage 1 | 843 | 843 | | 551 | 551 | • | Ĺ | • | - | | • | - | | | | |
| Stage 2 | 575 | 554 | - | 894 | 885 | - | - | - | | - | - | - | Deligica in desir (Varietiza) | DIAGNESH KANDRASI GAGON | ************************************** | CONTRACTOR CONTRACTOR |
| Critical Hdwy | XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX | 6.56 | 6.26 | 7.16 | 6.56 | 6.26 | 4.16 | | - | 4.16 | • | • | | | | |
| Critical Hdwy Stg 1 | | 5.56 | - | 6.16 | 5.56 | _ | | - | - | - | - | - | | | | |
| Critical Hdwy Stg 2 | | 5.56 | • | 6.16 | 5.56 | • | • | - | • | • | • | | | | | |
| Follow-up Hdwy | | | Cook on a Cafat sale has no as a | | 4.054 | | | - | inderly colored Colored in | 2.254 | SACONIO ACONO CONTRACTO | - | The control and a Charles | pharma (Control Objects | | Netricellocalais. |
| Pot Cap-1 Maneuver | 112 | 138 | 369 | 107 | 131 | 579 | 764 | - | | 1060 | • | • | | | | |
| Stage 1 | 353 | 374 | • | 512 | 509 | - //18/23/5/2016 | - | - | | | | - | | | | Enicakosoaky |
| Stage 2 | 496 | 507 | • | 330 | 358 | * | * | • | • | • | • | • | | | | |
| Platoon blocked, % Mov Cap-1 Maneuver | 84 | 130 | 369 | 84 | 124 | 579 | 764 | - | - | 4000 | - | - | | | | |
| Mov Cap-1 Maneuver | 84 | 130 | - 309 | 84 | 124 | 918 | 104 | - | | 1060 | - | T. | | | | |
| Stage 1 | 336 | 370 | | 488 | 485 | | - | | • | • 6860 2 | | - | | | | |
| Stage 2 | 429 | 483 | 11.26.2523 - | 274 | 354 | • | · ************************************ | - | | - | | | | | | |
| | | | | | | | | | | | | | | | | |
| | en. | | | wa | | | A III | | | | | 106 | | | | |
| Approach | EB | | | WB | | | NB | | | SB | | | | | | |
| HCM Control Delay, s | 30 | | | 55 | | | 0.7 | | | 0.1 | | | | | | |
| HCM LOS | D | | | F | | awalan masaka ka | | doxespirestors | | | | | | | | |
| | | | Mass. Sala | | | | | | | | | | | | | 000.024 |
| Minor Lane/Major Myn | ıt | NBL | NBT | N8R | EBLn1V | -1,1-1,100,000,000,000,000,000 | SBL | SBT | SBR | | | | | | | |
| Capacity (veh/h) | | 764 | • | - | 215 | 135 | | | | | | | | | | |
| HCM Lane V/C Ratio | | 0.047 | ***************** | • | 0.336 | | | | · | MINERAL CONTRACTOR | turbanisti e-escritor | essa europaasid seemen on | elisabe permolement between | energia establista establista establista establista establista establista establista establista establista est | Magazia | NO-SERVICE-TOW |
| HCM Control Delay (s) | 1 | 9,9 | • | • | 30 | 55 | 8.4 | • | | | | | | | | |
| HCM Lane LOS | | A | 10/06/04/06/04 | | D | F | A | onskalatova koje je je je | Englesjölvelisise | | eleccionesión e | | | | | |
| HCM 95th %tile Q(veh |) a constant | 0.1 | i de la Tili | • | 1.4 | 2,3 | 0 | • | | | | | | | | |

| | ≯ | → | * | • | + | 1 | 1 | † | <i>(</i> *) | 1 | ↓ | 4 |
|------------------------------|------|----------|------|-------|-----------------------------|------|-------------|----------|-------------|--|--|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ሻ | Դ | | Ŋ | Դ | | 7 | ^ | 7 | ¥ | ∱ | 7 |
| Traffic Volume (veh/h) | 70 | 320 | 25 | 85 | 390 | 25 | 40 | 335 | 25 | 100 | 590 | 50 |
| Future Volume (veh/h) | 70 | 320 | 25 | 85 | 390 | 25 | 40 | 335 | 25 | 100 | 590 | 50 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.98 | 1.00 | 195591 <u>5:372</u> 1251748 | 0.98 | 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 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 |
| Adj Flow Rate, veh/h | 78 | 356 | 28 | 94 | 433 | 28 | 44 | 372 | 28 | 111 | 656 | 56 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 6 | | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 |
| Cap, veh/h | 98 | 439 | 35 | 117 | 464 | 30 | 55 | 705 | 597 | 134 | 787 | 667 |
| Arrive On Green | 0.06 | 0.29 | 0.28 | 0.07 | 0.30 | 0.29 | 0.03 | 0.42 | 0.42 | 0.08 | 0.47 | 0.47 |
| Sat Flow, veh/h | 1589 | 1524 | 120 | 1589 | 1547 | 100 | 1589 | 1668 | 1414 | 1589 | 1668 | 1414 |
| Grp Volume(v), veh/h | 78 | 0 | 384 | 94 | 0 | 461 | 44 | 372 | 28 | 111 | 656 | 56 |
| Grp Sat Flow(s),veh/h/ln | 1589 | 0 | 1643 | 1589 | 0 | 1648 | 1589 | 1668 | 1414 | 1589 | 1668 | 1414 |
| Q Serve(g_s), s | 5.9 | 0.0 | 26.4 | 7.1 | 0.0 | 33.0 | 3.3 | 20.1 | 1.4 | 8.4 | 41.5 | 2.6 |
| Cycle Q Clear(g_c), s | 5.9 | 0.0 | 26.4 | 7.1 | 0.0 | 33.0 | 3.3 | 20.1 | 1.4 | 8.4 | 41.5 | 2.6 |
| Prop in Lane | 1.00 | | 0.07 | 1.00 | | 0.06 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 98 | 0 | 473 | 117 | 0 | 494 | 55 | 705 | 597 | 134 | 787 | 667 |
| V/C Ratio(X) | 0.79 | 0.00 | 0.81 | 0.80 | 0.00 | 0.93 | 0.80 | 0.53 | 0.05 | 0.83 | 0.83 | 0.08 |
| Avail Cap(c_a), veh/h | 458 | . 0 | 493 | 458 | . 0 | 494 | 262 | 852 | 722 | 262 | 852 | 722 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1,00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 56.2 | 0.0 | 40.2 | 55.3 | 0.0 | 41.3 | 58.2 | 26.1 | 20.7 | 54.7 | 27.9 | 17.6 |
| Incr Delay (d2), s/veh | 10.2 | 0.0 | 9.3 | 9.1 | 0.0 | 24.7 | 18.1 | 0.9 | 0.0 | 9.4 | 7.1 | 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(50%),veh/ln | 2.5 | 0.0 | 11.3 | 3.1 | 0.0 | 16.2 | 1.6 | 7.6 | 0.4 | 3.6 | 16.5 | 0.8 |
| Unsig. Movement Delay, s/veh | | | | | | | 7 00 | no o | 00.7 | | ar A | 477 |
| LnGrp Delay(d),s/veh | 66.4 | 0.0 | 49.5 | 64.4 | 0.0 | 66.1 | 76.3 | 26.9 | 20.7 | 64.2 | 35.0 | 17.7 |
| LnGrp LOS | Ε | A | D | E | A | E | E | C | C | E | C | <u> </u> |
| Approach Vol, veh/h | | 462 | | | 555 | | | 444 | | | 823 | |
| Approach Delay, s/veh | 4888 | 52.3 | | | 65.8 | | | 31.4 | | | 37.7 | |
| Approach LOS | | D | | | E | | | C | | | D | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | - 5 | 6 | 7 | - 8 | | | | |
| Phs Duration (G+Y+Rc), s | 8.2 | 61.3 | 11.5 | 40.4 | 14.2 | 55.3 | 13.0 | 38.9 | | | | |
| Change Period (Y+Rc), s | 4.0 | 6.0 | 4.0 | * 5.4 | 4.0 | 6.0 | 4.0 | * 5.4 | | | | |
| Max Green Setting (Gmax), s | 20.0 | 60.0 | 35.0 | * 35 | 20.0 | 60.0 | 35.0 | * 35 | | | | |
| Max Q Clear Time (g_c+l1), s | 5.3 | 43.5 | 7.9 | 35.0 | 10.4 | 22.1 | 9.1 | 28.4 | | dannia bankari araba | | Park 1 July 2 (2) (2) (2) (2) (2) (2) (2) (2) (2) (|
| Green Ext Time (p_c), s | 0.1 | 11.8 | 0.2 | 0.0 | 0.1 | 11.3 | 0.3 | 0,8 | | | | |
| Intersection Summary | 2 | | 76 | | | | | | | | | |
| HCM 6th Ctrl Delay | | 8 16 18 | 46.3 | | | | | | | | | |
| HCM 6th LOS | | | D | | | | | | | and the second s | record to the second Participation of the second | un entreta establista (|
| | | | | | | | | | | | | |

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

| Intersection Int Delay, s/veh | 0.6 | | | | | | | | | 1 |
|--|----------------|---|---------------|--|----------------------|---|----------------|------------------------------|---------------------------|-------|
| Movement | | EBR NE | IL NBT | SBT SBR | an and a second | | | | | |
| Lane Configurations | Υγ | | ન | 1 | | | | | | |
| Traffic Vol, veh/h | 5 | Access SAN ACCESS AND | 0 85 | 170 5 | | | | | | |
| Future Vol, veh/h | 5 | _ | 10 85 | 170 5 | | | | | | |
| Conflicting Peds, #/hr Sign Control | 0 Stop | 0 Stop Fre | 0 0 e Free | 0 0 Free Free | | | | | | |
| RT Channelized | | Siop i it None | - None | · None | | | | | | MIN . |
| Storage Length | 0 | - | | | | ALEXA PRODUCES A SACIONALES | | S057/8500655566666668888 | | 1975 |
| Veh in Median Storage | | - | · 0 | 0 - | | | | | | |
| Grade, % | 0 | - | - 0 | - 0 | | | | | | 鯯 |
| Peak Hour Factor Heavy Vehicles, % | 70 3 | 70 : 3 | 70 70 3 3 | 70 70 3 3 | | | | | | |
| Mymt Flow | 7 | | 14 121 | 243 7 | | | | | | |
| 6-100 | | | | | | | | | | === |
| Major/Minor | Minor2 | Majo | r1 | Major2 | | | | | | |
| Conflicting Flow All | 396 | 247 2 | 50 0 | - 0 | | | | | | |
| Stage 1 | 247 | | | ilon (s. * 1755) (s. * 0 | | STATE OF STREET | Spinit College | | | |
| Stage 2 | 149 | | | - | | | | | | (i) |
| Critical Hdwy Critical Hdwy Stg 1 | 6.43 5.43 | 6.23 4. | | | | | | | | |
| Critical Hdwy Stg 2 | 5.43 | - - | | | | | | | | |
| Follow-up Hdwy | 3.527 3 | 3,327 2.2 | | | | | | | | nones |
| Pot Cap-1 Maneuver | 607 | 789 13 | 10 - | | | | | | | |
| Stage 1 | 792 | - | | | | | | | | |
| Stage 2 Platoon blocked, % | 876 | | | | | | | | | |
| Mov Cap-1 Maneuver | 600 | 789 13 | 10 - | | | | | | | |
| Mov Cap-2 Maneuver | 600 | - | | | American (1970-1970) | 000000000000000000000000000000000000000 | | 0400 Yana Samo Danisa Canada | | - 1 |
| Stage 1 | 783 | • | | | | | | 3000 (00 L) | olingstatt objektion og a | |
| Stage 2 | 876 | - | | - | | | | | | |
| | | | | | | | | | | |
| Approach | EB | | IB . | SB | | | | | | |
| HCM Control Delay, s HCM LOS | 10.4 B | ι | 1.8 | 0 | | | | | | |
| | U | | | | | | | | | |
| Minor Lane/Major Myn | nt | NBL N | BT EBLn1 | SBT SBR | | | | | | |
| Capacity (veh/h) | | 1310 | - 682 | | | | | | | |
| HCM Lane V/C Ratio | | 0.011 | - 0.021 | - | | | | | | |
| HCM Control Delay (s) | | 7.8 | 0 10.4 | | | | | | | |
| HCM Lane LOS HCM 95th %tile Q(veh | X | A 0 | A B - 0,1 | | | | | | | |
| LION SOUT WITH MICHEL | 1 | V | * V.1 | • | | | | | | |

SECTION 7: HCM REPORTS - OPENING YEAR 2025 BUILD AM AND PM

| | ۶ | → | • | • | 4- | • | * | † | <i>></i> | \ | ↓ | 4 |
|---|------|---|------|------|-----------------------------|------|------------------------------|----------------------------|--------------------------|----------|---|----------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ኘ | ♦ | | F. | ₽ | | Ŋ | Þ | | × | 4 | |
| Traffic Volume (veh/h) | 25 | 425 | 108 | 45 | 630 | 315 | 73 | 111 | 14 | 70 | 38 | 10 |
| Future Volume (veh/h) | 25 | 425 | 108 | 45 | 630 | 315 | 73 | 111 | 14 | 70 | 38 | 10 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 0.98 | 1.00 | | 1.00 | 1.00 | | 0.98 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1,00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1586 | 1586 | 1586 | 1641 | 1641 | 1641 | 1723 | 1723 | 1723 | 1709 | 1709 | 1709 |
| Adj Flow Rate, veh/h | 28 | 478 | 121 | 51 | 708 | 354 | 82 | 125 | 16 | 79 | 43 | 11 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0,89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Percent Heavy Veh, % | 12 | 12 | 12 | 8 | 8 | 8 | 2 | 2 | 2 | 3 | 3 | 3 |
| Cap, veh/h | 122 | 1507 | 379 | 557 | 656 | 328 | 291 | 173 | 22 | 218 | 149 | 38 |
| Arrive On Green | 0.04 | 0.63 | 0.62 | 0.05 | 0.64 | 0.62 | 0.07 | 0.12 | 0.10 | 0.07 | 0.11 | 0.10 |
| Sat Flow, veh/h | 1511 | 2385 | 600 | 1563 | 1024 | 512 | 1641 | 1497 | 192 | 1628 | 1305 | 334 |
| Grp Volume(v), veh/h | 28 | 301 | 298 | 51 | 0 | 1062 | 82 | 0 | 141 | 79 | 0 | 54 |
| Grp Sat Flow(s),veh/h/ln | 1511 | 1507 | 1478 | 1563 | 0 | 1536 | 1641 | 0 | 1688 | 1628 | 0 | 1639 |
| Q Serve(g_s), s | 0.8 | 11.2 | 11.5 | 1.3 | 0.0 | 78.0 | 5.2 | 0.0 | 9.8 | 5.1 | 0.0 | 3.7 |
| Cycle Q Clear(g_c), s | 8.0 | 11.2 | 11.5 | 1.3 | 0,0 | 78.0 | 5.2 | 0.0 | 9.8 | 5.1 | 0.0 | 3.7 |
| Prop In Lane | 1.00 | elemitwistinisi, i sizweliki Yumma | 0.41 | 1.00 | ar-cenosavarrasalitasirasi. | 0.33 | 1.00 | ALLES PICCUIEZ/MANDIEZ/MAN | 0.11 | 1.00 | AND CONTRACTOR OF THE PARTY OF | 0.20 |
| Lane Grp Cap(c), veh/h | 122 | 952 | 934 | 557 | 0 | 984 | 291 | 0 | 196 | 218 | 0 | 187 |
| V/C Ratio(X) | 0.23 | 0.32 | 0.32 | 0.09 | 0,00 | 1.08 | 0.28 | 0.00 | 0.72 | 0.36 | 0.00 | 0.29 |
| Avail Cap(c_a), veh/h | 158 | 965 | 947 | 581 | 0 | 984 | 321 | 0 | 360 | 250 | 0 | 350 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0,00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 30.9 | 10.3 | 10.6 | 6.9 | 0.0 | 22.2 | 42.5 | 0.0 | 52.0 | 42.9 | 0.0 | 49.6 |
| Incr Delay (d2), s/veh | 0.7 | 0.6 | 0.6 | 0.1 | 0.0 | 52.7 | 0.4 | 0.0 | 3.7 | 0.8 | 0.0 | 0.6 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.5 | 3.5 | 3.6 | 0.4 | 0.0 | 38.2 | 2.1 | 0.0 | 4.2 | 2.0 | 0.0 | 1.5 |
| Unsig. Movement Delay, s/ve | h | 000,000 000 000 000 000 000 000 000 000 | | | | | | | - Dallacino de Promision | | | and the second |
| LnGrp Delay(d),s/veh | 31.6 | 10.9 | 11.2 | 7.0 | 0.0 | 75.0 | 42.9 | 0.0 | 55.7 | 43.7 | 0.0 | 50.2 |
| LnGrp LOS | С | 8 | 8 | Α | Α | F | D | Α | E | D | Α | D |
| Approach Vol, veh/h | | 627 | | | 1113 | | | 223 | | | 133 | |
| Approach Delay, s/veh | | 12.0 | | | 71.8 | | in option mittale sittiin ol | 51.0 | POWARD NEEDS RESIDENT | | 46.3 | |
| Approach LOS | | В | | | E | | | Ð | | | D | |
| Firmer - Assigned Phs | 1 | , | 3 | 4 | 5 | 6 | 7 | - 8 | | | NII 2000 II 2011 II 2000 | |
| Phs Duration (G+Y+Rc), s | 12.8 | 17.9 | 9.1 | 82.0 | 12.6 | 18.1 | 10.1 | 81.0 | | | | |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | | | |
| Max Green Setting (Gmax), s | | 24.0 | 6.0 | 76.0 | 9,0 | 24.0 | 6.0 | 76.0 | | | | |
| Max Q Clear Time (g_c+l1), s | | 5.7 | 2.8 | 80.0 | 7.1 | 11.8 | 3.3 | 13.5 | | | | |
| Green Ext Time (p_c), s | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 23.7 | | | | |
| Philadelphia Company of the Company | 0.0 | 7,1 | V.V | V.U | 0.0 | 0.9 | 0.0 | EV.1 | | | | |
| Intersection Summary | | 7.2 | TO A | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 50.1 | | | | | | | | | |
| HCM 6th LOS | | | D | | | | | | | | | |

| Intersection | | |
|---------------------------------------|---|------------------------------------|
| Int Delay, s/veh | 1.4 | |
| Movement | EBL | EBR NBL NBT SBT SBR |
| Lane Configurations | *\1 | |
| Traffic Vol, veh/h Future Vol, veh/h | 22 22 | 10 25 249 52 21 10 25 249 52 21 |
| Conflicting Peds, #/hr | 0 | 0 0 0 0 0 |
| Sign Control | Stop | Stop Free Free Free |
| RT Channelized Storage Length | 0 | None - None - None |
| Veh in Median Storage | - | · - 0 0 · |
| Grade, % | 0 | 0 0 - |
| Peak Hour Factor Heavy Vehicles, % | 87 12 | 87 87 87 87 87 12 2 2 9 9 |
| Mymt Flow | 25 | 11 29 286 60 24 |
| | mostlycomorphic and owledge | |
| | Minor2 | Major1 Major2 |
| Conflicting Flow All | 416 | 72 84 0 - 0 |
| Stage 1 Stage 2 | 72 344 | |
| Critical Hdwy | 6.52 | 6.32 4.12 |
| Critical Hdwy Stg 1 | 5.52 | |
| Critical Hdwy Stg 2 Follow-up Hdwy | 5.52 3.608 | 3.408 2.218 |
| Pot Cap-1 Maneuver | 574 | 963 1513 |
| Stage 1 | 926 | |
| Stage 2 Platoon blocked, % | 696 | |
| Mov Cap-1 Maneuver | 561 | 963 1513 |
| Mov Cap-2 Maneuver | 561 | |
| Stage 1 | 905 696 | |
| Stage 2 | 090 | |
| Approach | EB | NB SB |
| HCM Control Delay, s | 111111111111111111111111111111111111111 | 0.7 |
| HCM LOS | В | |
| | | |
| Minor Lane/Major Myn | ıt | NBL NBTESLO1 SBT SBR |
| Capacity (veh/h) HCM Lane V/C Ratio | | 1513 - 645 0.019 - 0.057 |
| HCM Control Delay (s) | | 7.4 0 10.9 |
| HCM Lane LOS | | A A B |
| HCM 95th %tile Q(veh |) | 0.1 - 0.2 |

| Intersection | | | | 12 | 12 Uh | | |
|---|----------------------|--------------------|--|--|--|---|--|
| Int Delay, s/veh | 2.2 | | | | | | |
| Movement | EBL EBT | Wat war | SBL SBR | | | | |
| Lane Configurations | 4 | <u>ጉ</u> | ¥ | | | | |
| Traffic Vol, veh/h Future Vol, veh/h | 51 395 51 395 | 365 213 365 213 | 53 19 53 19 | | | | |
| Conflicting Peds, #/hr | 0 0 | 0 0 | 0 (| | | | |
| Sign Control | Free Free | Free Free | Stop Stop |) | | | |
| RT Channelized | - None | - None | - None | the extension of constraint training the | | | |
| Storage Length Veh in Median Storage. | # - 0 | 0 - | 0 | • | | | |
| Grade, % | - 0 | 0 - | | | | | |
| Peak Hour Factor | 88 88 | 88 88 | 88 88 |) | | | |
| Heavy Vehicles, % | 9 9 | 9 9 | 9 9 | | | | |
| Mvmt Flow | 58 449 | 415 242 | 60 22 | | | | |
| | | | | | Suite Average and the second | | |
| | | | Minor2 1101 530 | | | W | |
| Conflicting Flow All Stage 1 | 657 0 | - 0 | 536 |) | | | |
| Stage 2 | | | | - | | | |
| Critical Hdwy | 4.19 - | | 6.49 6.29 |) | | | |
| Critical Hdwy Stg 1 | | | 0.70 | | | | |
| Critical Hdwy Stg 2 Follow-up Hdwy | 2.281 - | | 5.49 3.581 3.38 ² | † | | | |
| Pot Cap-1 Maneuver | 898 - | | 227 53° | | | | |
| Stage 1 | | | 573 | - | | | |
| Stage 2 | • | | 555 | | | | |
| Platoon blocked, % Mov Cap-1 Maneuver | 898 - | | 207 53 | | | | |
| Mov Cap-1 Maneuver | | | | - | | | |
| Stage 1 | | • | enstromischelzisissiomerswinderskindlich | - | | | |
| Stage 2 | | | 555 | • | | | |
| | | | | | | | |
| Approach | EB | WB | SB | | | | |
| HCM Control Delay, s HCM LOS | 1.1 | 0 | 26,6 | | | | |
| HOW LOS | | | D | | | | |
| Maria | roi. | FOT MOT | Wan enta | (| | | |
| Minor Lane/Major Mvml Capacily (veh/h) | EBL 898 | EBT WBT | WBR \$BLn - 247 | | | | |
| HCM Lane V/C Ratio | 0.065 | | - 0.33 | | | | |
| HCM Control Delay (s) | 9,3 | 0 - | - 26.0 | 3 | | | |
| HCM Lane LOS | A | Α - | - [| | | | |
| HCM 95th %tile Q(veh) | 0.2 | , | - 1. | | STATE OF THE STATE | | |

4: OR 551 & Arndt Road

Opening Year (2025) + Project AM

| | ٨ | → | * | * | 4- | 4 | 1 | † | <i>></i> | \ | ↓ | 4 |
|------------------------------|-------------|-------------------|---|----------|---|--|---------------|---|-------------|----------|--|-------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL. | NBT | NBR | SBL | SBT | SBF |
| Lane Configurations | | 4 | | | 4 | 7 | ሻ | ↑ | * | 14.54 | ϯ | 7 |
| Traffic Volume (veh/h) | 45 | 88 | 10 | 50 | 66 | 612 | 20 | 610 | 60 | 410 | 385 | 20 |
| Future Volume (veh/h) | 45 | 88 | 10 | 50 | 66 | 612 | 20 | 610 | 60 | 410 | 385 | 20 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | (|
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.98 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.0 |
| Work Zone On Approach | | No | ar annua Campo ar an annua a cam | 2007 | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adj Flow Rate, veh/h | 48 | 95 | 11 | 54 | 71 | 0 | 22 | 656 | 65 | 441 | 414 | 22 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Percent Heavy Veh, % | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 |
| Cap, veh/h | 98 | 146 | 15 | 117 | 123 | | 42 | 876 | 743 | 545 | 1127 | 935 |
| Arrive On Green | 0.13 | 0.15 | 0.13 | 0.13 | 0.15 | 0.00 | 0.03 | 0.55 | 0.55 | 0.18 | 0.70 | 0.70 |
| Sat Flow, veh/h | 345 | 979 | 102 | 441 | 823 | 1356 | 1524 | 1600 | 1356 | 2956 | 1600 | 1328 |
| Grp Volume(v), veh/h | 154 | 0 | 0 | 125 | 0 | 0 | 22 | 656 | 65 | 441 | 414 | 22 |
| Grp Sat Flow(s),veh/h/ln | 1426 | 0 | 0 | 1264 | 0 | 1356 | 1524 | 1600 | 1356 | 1478 | 1600 | 1328 |
| Q Serve(g_s), s | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.4 | 31.8 | 2.3 | 14.5 | 10.4 | 0.5 |
| Cycle Q Clear(g_c), s | 10.7 | 0.0 | 0.0 | 9.8 | 0.0 | 0.0 | 1.4 | 31.8 | 2.3 | 14.5 | 10.4 | 0.0 |
| Prop In Lane | 0.31 | | 0.07 | 0.43 | | 1.00 | 1.00 | -00-00-00-00-00-00-00-00-00-00-00-00-00 | 1.00 | 1.00 | -0000000000000000000000000000000000000 | 1.00 |
| Lane Grp Cap(c), veh/h | 231 | 0 | 0 | 215 | 0 | | 42 | 876 | 743 | 545 | 1127 | 935 |
| V/C Ratio(X) | 0.67 | 0.00 | 0.00 | 0.58 | 0.00 | 9014240004 SHIPS S | 0.52 | 0.75 | 0.09 | 0.81 | 0.37 | 0.02 |
| Avail Cap(c_a), veh/h | 487 | 0 | 0 | 462 | 0 | | 233 | 980 | 831 | 1037 | 1127 | 935 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 41.4 | 0.0 | 0.0 | 40.9 | 0.0 | 0.0 | 48.5 | 17.5 | 10.9 | 39.6 | 6.0 | 4. |
| Incr Delay (d2), s/veh | 2.4 | 0,0 | 0.0 | 2.5 | 0.0 | 0.0 | 7.2 | 3.2 | 0.1 | 2.2 | 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(50%),veh/ln | 3.7 | 0.0 | 0.0 | 3.1 | 0.0 | 0.0 | 0.6 | 10.5 | 0.6 | 5.1 | 2.5 | 0.1 |
| Unsig. Movement Delay, s/ve | h | | | | V-951-WEP-12/05WV-55 | | | | | | | |
| LnGrp Delay(d),s/veh | 43.8 | 0.0 | 0.0 | 43.4 | 0.0 | 0.0 | 55.7 | 20.8 | 10.9 | 41.7 | 6.3 | 4.5 |
| LnGrp LOS | D | Α | Α | D | Α | | E | С | В | D | Α | ļ |
| Approach Vol, veh/h | | 154 | | | 125 | | | 743 | | | 877 | |
| Approach Delay, s/veh | | 43.8 | | | 43.4 | | 755 155 146 C | 20.9 | | | 24.1 | |
| Approach LOS | | D | | | D | | | C | | | С | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
| | | All of the second | 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - | | - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 | | | | | | <u> </u> | |
| Phs Duration (G+Y+Rc), s | 6.8 | 75.3 6.0 | | 19.1 | 22.7 | 59.4 | | 19.1 | | | | |
| Change Period (Y+Rc), s | 4.5 45.0 | | | 6.0 | 4.5 25.0 | 6.0 | | 6.0 | | | | |
| Max Green Setting (Gmax), s | | 60.0 | | 31.0 | 35.0 | 60.0 | | 31.0 | | | Silitati int | |
| Max Q Clear Time (g_c+l1), s | | 12.4 | | 11.8 | 16.5 | 33.8 | | 12.7 | | | | |
| Green Ext Time (p_c), s | 0.0 | 17.3 | | 0.5 | 1.7 | 19.6 | | 0.4 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 25.7 | | | | | | | | | |
| HCM 6th LOS | | | С | | verse (1 men 1906) 190 | | | | | | | w/Pass99999 |
| | | | | | | | | | | | | |

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

| Intersection Int Delay, s/veh | 2.4 | | | | | | | | 16 | | | | | die | | |
|--------------------------------|---|-------------|---|---|-----------------|--------------|--|------------------|---|---|----------------------|-----------------------------------|--------------------------------------|--------------------|---------------------|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | N8T | NBR | SBL | SBT | SBR | | | | |
| Lane Configurations | | <u></u> | LUIN | WOL | 4 | 6.8.4°.18.39 | ነነይ፤ | î, | Mela | <u> </u> | <u> </u> | 7 7 | | | | |
| Traffic Vol, veh/h | 20 | 5 | 35 | - 6 | - 17 | 10 | 40 | 665 | 37 | 20 | 410 | 10 | | | | |
| Future Vol., veh/h | 20 | 5 | 35 | 6 | 5 | 10 | 40 | 665 | 37 | 20 | 410 | 10 | | | | (2) (2) (2) (2) (2) (2) (2) (2) (2) (2) |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free | | | | |
| RT Channelized | | • | None | • | | None | • | • | None | · | • | None | | | | |
| Storage Length | - | • | | | | | 500 | | - | 500 | | 160 | 5-95-95-95-95-95 | 000000000000000000 | | 20-640-06-05-06-04 |
| Veh in Median Storage | ,# - | 0 | • | • | 0 | | • | 0 | | • | 0 | • | | | | |
| Grade, % | | 0 | | | 0 | | - | 0 | - | | 0 | - | | | | |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | | | | |
| Heavy Vehicles, % Mvmt Flow | 9 23 | 9 | 9 40 | 9 7 | 9 6 | 9 11 | 9 45 | 9 75 6 | 9 42 | 9 23 | 9 466 | 9 11 | | | | |
| MANTENOM | 20 | U | 40 | | U | 11 | 40 | 100 | 42 | 20 | 400 | - 11 | | | | |
| | | | 1996 | | | | | | | | | | | | | |
| | Minor2 | | *************************************** | Vinor1 | 4000 | | <u> Vajor1</u> | | | Major2 | | | 47.0 | | | |
| Conflicting Flow All | 1388 | 1400 | 466 | 1408 | 1390 | 777 | 477 | 0 | 0 | 798 | 0 | 0 | | | | |
| Stage 1 | 512 | 512 | • | 867 541 | 867 | * | • | • | • | • | • | - | | | | |
| Stage 2 Critical Hdwy | 876 7.19 | 888 6.59 | 6.29 | 541 7,19 | 523 6.59 | 6.29 | 4.19 | - | • ************************************ | 4.19 | - | - | | | | |
| Critical Hdwy Stg 1 | 6.19 | 5.59 | 0.29 | 6.19 | 5.59 | 0.29 | 4.13 | | | 4.17 | - | • - | | | | |
| Critical Howy Stg 2 | 6.19 | 5.59 | | 6.19 | 5.59 | - | - | - | - | - | - | - | | | | 1 |
| Follow-up Hdwy | | 4.081 | | 200802200000000000000000000000000000000 | 4.081 | 3.381 | 2.281 | - | - | 2.281 | - | _ | | | | |
| Pot Cap-1 Maneuver | 116 | 136 | 582 | 112 | 138 | 386 | 1050 | | | 794 | | • | | | | |
| Stage 1 | 532 | 525 | - | 338 | 361 | - | - | - | - | *************************************** | - | | somprædere | SALESSA SALES | | SACCESTA AND CON |
| Stage 2 | 334 | 352 | • | 513 | 519 | - | • | - | | • | • | • | | | | |
| Platoon blocked, % | | | | | | | | - | - | | | - | | | | |
| Mov Cap-1 Maneuver | 103 | 126 | 582 | 95 | 128 | 386 | 1050 | • | | 794 | • | • | | | | |
| Mov Cap-2 Maneuver | 103 | 126 | - moseleciscosos | 95 | 128 | - | eyaberádosen ko | · | | u Circonnistateliussis | nterpolitikasi | ESSENTATION OF THE SECOND | G-head-treption | Bah Kadan Madalah | | |
| Stage 1 | 509 | 510 | • | 323 | 345 | • | • | • | • | • | • | • | | | | |
| Stage 2 | 305 | 337 | - | 459 | 504 | • | - | • | - | • | - | • | | | | |
| | | | | | | | | | | | | | | | | |
| Approach | E8 | | | WB | | | NB | | | SB | | | | | | |
| HCM Control Delay, s | constitution associated associated | | | 30.7 | | | 0.5 | | | 0.4 | | | | | | |
| HCM LOS | D | | | D | | | 75000000000000000000000000000000000000 | | | 0.0000000000000000000000000000000000000 | | ing and an incident of the second | ************************************ | | | SOLDEN SOLDEN |
| | | | | | | | | | | | | | | | | |
| Minor Lane/Major Myn | ıt | NBL | NBT | NBR | EBLm1V | VBLn1 | SBL | SBT | SBR | | | | | | | |
| Capacity (veh/h) | | 1050 | | | 204 | 164 | 794 | | • | | | | | | | |
| HCM Lane V/C Ratio | | 0.043 | | · · · · · · · · · · · · · · · · · · · | 0.334 | 0.146 | | - | - | | | | | | .com/sayron/ft/2/or | |
| HCM Control Delay (s) | | 8.6 | • | • | 31.3 | 30.7 | 9.7 | • | • | | | | | | | |
| HCM Lane LOS | SAN | A | | | D | D | Α | | | | Summer Street Street | sesseseneen | ocacasacionis- | consulator com | | |
| HCM 95th %tile Q(veh |) | 0.1 | • | - | 1.4 | 0.5 | 0,1 | • | • | | | | | | | |
| | | | | | | | | | | | | | | | | |

| | ٨ | → | • | • | + | * | 4 | † | <i>*</i> | / | + | 4 |
|--|---------------------|--------------------|--------------------|---------------------|----------------------|-------------|-----------|---|--|---|--|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ሻ | 7 | 1 | *1 | Þ | | ሻ | Α. | 7 | Ŋ | ↑ | 7 |
| Traffic Volume (veh/h) | 130 | 378 | 25 | 46 | 273 | 35 | 50 | 577 | 38 | 40 | 381 | 30 |
| Future Volume (veh/h) | 130 | 378 | 25 | 46 | 273 | 35 | 50 | 577 | 38 | 40 | 381 | 30 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | RESERVATORIANA |
| Adj Sat Flow, veh/h/ln | 1614 | 1614 | 1614 | 1614 | 1614 | 1614 | 1614 | 1614 | 1614 | 1614 | 1614 | 1614 |
| Adj Flow Rate, veh/h | 141 | 411 | 27 | 50 | 297 | 38 | 54 | 627 | 41 | 43 | 414 | 33 |
| 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, % | 10 | 10 | 10 30 | 10 62 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Cap, veh/h Arrive On Green | 168 | 464 | | BEARSON ARROWS TO A | 337 | 43 | 67 | 771 | 653 | 52 | 756 | 640 |
| | 0.11 | 0.31 | 0.30 | 0.04 | 0.24 | 0.23 | 0.04 | 0.48 | 0.48 | 0.03 | 0.47 | 0.47 |
| Sat Flow, veh/h | 1537 | 1497 | 98 | 1537 | 1402 | 179 | 1537 | 1614 | 1367 | 1537 | 1614 | 1367 |
| Grp Volume(v), veh/h | 141 | 0 | 438 | 50 | 0 | 335 | 54 | 627 | 41 | 43 | 414 | 33 |
| Grp Sat Flow(s), veh/h/ln | 1537 | 0 | 1596 | 1537 | 0 | 1581 | 1537 | 1614 | 1367 | 1537 | 1614 | 1367 |
| Q Serve(g_s), s | 10.4 | 0.0 | 30.3 | 3.7 | 0.0 | 23.7 | 4.0 | 38.5 | 1.9 | 3.2 | 21.3 | 1.5 |
| Cycle Q Clear(g_c), s | 10.4 | 0,0 | 30.3 | 3.7 | 0.0 | 23.7 | 4.0 | 38.5 | 1.9 | 3.2 | 21.3 | 1.5 |
| Prop In Lane | 1.00 | | 0.06 | 1.00 | | 0.11 | 1.00 | | 1.00 | 1.00 | 7 FA | 1.00 |
| Lane Grp Cap(c), veh/h | 168 | 0 | 494 | 62 | 0 | 381 | 67 | 771 | 653 | 52 | 756 | 640 |
| V/C Ratio(X) | 0.84 | 0.00 | 0.89 | 0.80 | 0.00 | 0.88 | 0.81 | 0.81 | 0.06 | 0.82 | 0.55 | 0.05 |
| Avail Cap(c_a), veh/h HCM Platoon Ratio | 464 | 4.00 | 501 | 464 | 4.00 | 496 | 265 | 862 | 731 | 265 | 862 | 731 |
| | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 50.7 8.0 | 0.0 | 38.1 | 55.2 | 0.0 | 42.5 | 55.0 | 25.9 | 16.3 | 55.7 | 22.1 | 16.8 |
| Incr Delay (d2), s/veh | 0.0 0.0 | 0.0 | 16.9 | 16.0 | 0.0 | 12.8 | 15.4 | 5.9 | 0.1 | 20.4 | 0.9 | 0.0 |
| Initial Q Delay(d3),s/veh | 4.2 | 0.0 0 .0 | 0.0 13.3 | 0.0 1.7 | 0.0 0 .0 | 0.0 10.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln Unsig. Movement Delay, s/veh | | 0.0 | ાગ.ર | 1.7 | U.U | 10.2 | 1.8 | 14.4 | 0.6 | 1.5 | 7.5 | 0.5 |
| LnGrp Delay(d),s/veh | 58.7 | 0.0 | 55.0 | 71.2 | 0.0 | 55.3 | 70.4 | 31.8 | 16.4 | 76.1 | 22.9 | 16.8 |
| LnGrp LOS | - Jo. <i>i</i> E | - 0.0 A | 33.0 E | 71.2 E | 0.u A | ່ ນວ.ວ E | 70.4 E | 31.0 C | 10.4 B | 70.1 E | 22.9 C | Selection (selection) |
| Approach Vol. veh/h | L E | 579 | <u> </u> | | 385 | <u> </u> | | | D | | | В |
| Approach Delay, s/veh | | | 40.00.00.0 | Janes St. St. | HERBONESTRICKROUNDS: | | 65.85.660 | 722 | | | 490 | |
| | | 55.9 | | | 57.4 | | | 33.8 | | | 27.2 | |
| Approach LOS | | Ē | | | E | | | С | | | С | |
| Timer - Assigned Phs | - 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 9.1 | 58.3 | 16.7 | 31.9 | 7.9 | 59.4 | 8.7 | 39.9 | | | | |
| Change Period (Y+Rc), s | 4.0 | 6.0 | 4.0 | * 5.4 | 4.0 | 6.0 | 4.0 | * 5.4 | 1050ry-1098ry-10900 | | w400740500000000000000000000000000000000 | 254000000000000000000000000000000000000 |
| Max Green Setting (Gmax), s | 20.0 | 60.0 | 35.0 | * 35 | 20.0 | 60.0 | 35.0 | * 35 | | | | |
| Max Q Clear Time (g_c+l1), s | 6.0 | 23.3 | 12.4 | 25.7 | 5.2 | 40.5 | 5.7 | 32.3 | ······································ | _r_nectrores0010000000000000000000000000000000000 | | |
| Green Ext Time (p_c), s | 0.1 | 12.6 | 0.4 | 8.0 | 0.0 | 12.9 | 0.1 | 0.5 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 42.4 | Min a second | | | | | in the second | He control | | |
| HCM 6th LOS | | | 92.9 D | | | | | | 60 AM ASS ASS | | | |
| KI-F- | | | | | | | | 228 N. S. | | 01001000001110100001000100001000000000 | | |

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

| Intersection Int Delay, s/veh | 1.1 |
|--|--|
| Movement Lane Configurations | EBL EBR NBL NBT SBT SBR |
| Traffic Vol, veh/h Future Vol, veh/h | 12 4 36 211 106 50 12 4 36 211 106 50 |
| Conflicting Peds, #/hr Sign Control RT Channelized | 0 0 0 0 0 Stop Stop Free Free Free |
| Storage Length Veh in Median Storage | - None - None - None 0 \$ 0 0 0 - |
| Grade, % Peak Hour Factor | 0 0 0 - 87 87 87 87 87 87 |
| Heavy Vehicles, % Mvmt Flow | 0 0 2 2 7 7 14 5 41 243 122 57 |
| Major/Minor 1 Conflicting Flow All | nor2 Major1 Major2 476 151 179 0 - 0 |
| Stage 1 Stage 2 | 151 |
| Gritical Hdwy Critical Hdwy Stg 1 | 6.4 6.2 4.12 |
| Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver | 5.4 |
| Stage 1 Stage 2 | 882 |
| Platoon blocked, % Mov Cap-1 Maneuver | 532 901 1397 |
| Mov Cap-2 Maneuver Stage 1 Stage 2 | 532 |
| Approach | E8 NB SB |
| HCM Control Delay, s HCM LOS | 11.3 1.1 0 B |
| Minor Lane/Major Mym | NBL NBTEBLn1 SBT SBR |
| Capacity (veh/h) HCM Lane V/C Ratio | 1397 - 593 0.03 - 0.031 |
| HCM Control Delay (s) HCM Lane LOS HCM 95th %tile Q(veh) | 7.7 0 11.3 A A B |
| DOM SOM WING CHAGU | 0.1 - 0.1 |

| Intersection | 9, | | 76, | | | | |
|---|---------------------------|---------------------|----------------|--|---|---------------|--|
| Int Delay, s/veh | 0.3 | | | | | | |
| Movement | EBL EBR | NBL NBT | SBT SBR | | | | |
| Lane Configurations | Y | 4 | | | AV 1946 SOIL WE SOUL THE SOIL | | |
| Traffic Vol, veh/h Future Vol, veh/h | 2 1 2 1 | 7 217 7 217 | 61 10 61 10 | | | | |
| Conflicting Peds, #/hr | 0 0 | 0 0 | 0 0 | | | | |
| Sign Control | Stop Stop | Free Free | Free Free | | 20mm111mmpp1v10mp1p1mm312p1sp1mm32mm11p1s44 | | |
| RT Channelized | - None | - None | - None | | | | |
| Storage Length Veh in Median Storage | 0 - - 0 #. | | 0 - | | | | |
| Grade, % | 0 - | - 0 | 0 - | | | | |
| Peak Hour Factor | 87 87 | 87 87 | 87 87 | | | | |
| Heavy Vehicles, % Mymt Flow | 2 2 2 1 | 2 2 8 249 | 7 7 70 11 | | | | |
| 700-5102/3 CT025 | | | | | | | |
| Major/Minor N | /linor2 | Major1 N | lajor2 | | | | |
| Conflicting Flow All | 341 76 | 81 0 | - 0 | duummika oo oo ku uu oo ka | | | wanteega aroon a deega aroon a garage aroon a garag |
| Stage 1 | 76 - | | | | | | |
| Stage 2 Critical Hdwy | 265 - 6.42 6.22 | 4.12 | | | | | |
| Critical Hdwy Stg 1 | 5.42 - | | | | | | |
| Critical Hdwy Stg 2 | 5.42 - | | | | | | |
| Follow-up Hdwy Pot Cap-1 Maneuver | 3.518 3.318 655 985 | 2.218 - 1517 - | | | | | |
| Stage 1 | 947 - | | <u> </u> | | | | |
| Stage 2 | 779 - | | | | | | |
| Platoon blocked, % Mov Cap-1 Maneuver | 651 985 | - 1517 - | | | | | |
| Mov Cap-1 Maneuver | 651 - | | | | | | |
| Stage 1 | 941 - | | • • | | | | |
| Stage 2 | 779 - | | | | | | |
| | WD = | \$ 160 | | | | | |
| Approach HCM Control Delay, s | EB 9.9 | NB 0.2 | SB 0 | y y y y y y y y y y y y y y y y y y y | | | |
| HCM LOS | 3.5 A | | · · · · | | | | |
| | | | | | | | |
| Minor Lane/Major Mvm | | NBT EBLn1 | SBT SBR | 900 900 90 | n de de de de | Malana Marana | |
| Capacity (veh/h) | 1517 | - 734 | | | | | |
| HCM Lane V/C Ratio HCM Control Delay (s) | 0.005 7.4 | - 0.005 0 9.9 | | | | | |
| HCM Lane LOS | г.я А | 0 3.3 A A | | | | | |
| HCM 95th %tile Q(veh) | | | | | | | |
| | | | | | | | |

| Intersection Int Delay, s/veh | 6.4 | 946 | | | | | # | | | alte i | i in | Ш | |
|---|------------------|---------------------|---------------------------|---------------|--|-------------------------|---------------------------------------|---------------|------------------------|--------------------|-----------------|------------------|---------------------|
| Movement | | EBR | WBL | WBT | NBL | NBR | | | | | | | |
| Lane Configurations | Ĥ | | | 4 | ነላ | | | | | | | | |
| Traffic Vol, veh/h | 5 | 0 | 76 70 | 10 | 0 | 11 | | | | | | | |
| Future Vol, veh/h Conflicting Peds, #/hr | 5 0 | 0 | 76 0 | 10 0 | 0 | 11 0 | | | | | | | |
| Sign Control | 1924N 1986N 2019 | Free | Free | Free | Stop | Stop | | | | | | | |
| RT Channelized | · | None | - | None | | None | | | | | | | |
| Storage Length | - 4 6 | - | - | - 0 | 0 | - | | | | | | | |
| Veh in Median Storage Grade, % | ,# 0 0 | • • | - | 0 | 0 | - | | | | | | | |
| Peak Hour Factor | 87 | 87 | 87 | 87 | 87 | 87 | | | | | | | |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | | | ×38/38/30/38/38/38/38/ | V45/586/2565/4/666 | | Miscole de Marie | ės:a |
| Mvmt Flow | 6 | 0 | 87 | 11 | 0 | 13 | | | | | | | |
| | | e sees mes | | ie ie | | ujika salah salah salah | e e e e e e e e e e e e e e e e e e e | | | | 50 26 | | |
| Major/Minor N Conflicting Flow All | /ajor1 0 | 0 | <mark>/lajor2</mark> 6 | | ////////////////////////////////////// | 6 | | - E - W - K - | | | | | |
| Stage 1 | | · · | • | • | 191 | - | | | | | | | |
| Stage 2 | - | - | - | - | 185 | - | 7,550 (0,554,446,654) | | | | | | 9990 |
| Critical Hdwy | • | _ | 4.12 | • | 6.42 | 6.22 | | | | | | | |
| Critical Hdwy Stg 1 Critical Hdwy Stg 2 | - | - | - | - | 5.42 5.42 | - | | | | | | | |
| Follow-up Hdwy | | | 2.218 | - | 3.518 | | | | | | | | |
| Pot Cap-1 Maneuver | | | 1615 | - | 798 | 1077 | | | | | | | |
| Stage 1 | - | | | <u>-</u> | 1017 | | | | | | irodolideroixoo | | 5258 |
| Stage 2 Platoon blocked, % | • | | • | | 847 | • | | | | | | | |
| Mov Cap-1 Maneuver | | - | 1615 | - | 755 | 1077 | | | | | | | |
| Mov Cap-2 Maneuver | | | | | 755 | | | | | | | | generate brokens |
| Stage 1 | • | • | • | | 1017 | T. | | | | | | | |
| Stage 2 | • | • | • | • | 801 | - | | | | | | | |
| Approach | EB | | wa | | NB. | | | | | | | | |
| HCM Control Delay, s | 0 | | 6.5 | | 8.4 | | | | | | | | |
| HCM LOS | | | | RAMESTA STILL | A | | | | | | | | SEA |
| | | | | | | | | | | | | | |
| Minor Lane/Major Mvm | 1 N | Bl_n1 | EBT | E8R | WBL | W8T | | | | | | | |
| Capacity (veh/h) | | 1077 | • | | 1615 | • | | | | | | | |
| HCM Lane V/C Ratio HCM Control Delay (s) | | 0.012 8.4 | - | - | 0.054 7.4 | 0 | | | | | | | |
| HCM Lane LOS | | о.4 А | - | | 7,4 A | A | | | | | | | |
| HCM 95th %tile Q(veh) | 1 | 0 | - | - | 0.2 | - | | | | | | | |
| | | | | | | | | | | | | | |

| Intersection | | | | | |
|--|---------------------------|------------------------------------|---|--|----|
| Int Delay, s/veh | 6.6 | | | | |
| Movement | | VBT NBL NBR | 70 mm - 10 mm | | |
| Lane Configurations Traffic Vol. veh/h | }- 10 0 14 | 4 W 15 0 72 | | | |
| Future Vol, veh/h | 10 0 14 | 15 0 72 | | | |
| Conflicting Peds, #/hr | 0 0 0 Free Free Free F | 0 0 0 | | | |
| Sign Control RT Channelized | | Free Stop Stop Ione - None | | | |
| Storage Length | | - 0 - | | | |
| Veh in Median Storage Grade, % | e,#0 0 | 0 0 + 0 0 - | | | |
| Peak Hour Factor | 70 70 70 | 70 70 70 | Succeensive Severalis | | |
| Heavy Vehicles, % Mvmt Flow | 3 3 3 14 0 20 | 3 3 3 21 0 103 | | | |
| | | | | | |
| | Major1 Major2 | Minor1 | | | 10 |
| Conflicting Flow All Stage 1 | 0 0 14 | 0 75 14 - 14 - | | | |
| Stage 2 | | - 61 - | | | |
| Critical Hdwy Critical Hdwy Stg 1 | 4.13 | - 6.43 6.23 - 5.43 - | | | |
| Critical Hdwy Stg 2 | | + 5.43 + | | | |
| Follow-up Hdwy Pot Cap-1 Maneuver | 2.227 1598 | - 3.527 3.327 - 926 1063 | | | |
| Stage 1 | | - 920 1003 - 1006 - | | | |
| Stage 2 | 1 | - 959 - | | | |
| Platoon blocked, % Mov Cap-1 Maneuver | 1598 | - - 914 1063 | | | |
| Mov Cap-2 Maneuver | | - 914 - | | | |
| Stage 1 Stage 2 | | - 1006 - - 947 - | | | |
| | | | | | |
| Approach | EB W8 | NB | | | |
| HCM Control Delay, s HCM LOS | 0 3.5 | 8.7 A | | DE L'au revisaus l'Agus aux ag partis, . | |
| | | | | | |
| Minor Lane/Major Mvn | | BR WEL WET | | ų. | |
| Capacity (veh/h) HCM Lane V/C Ratio | 1063 - 0.097 - | - 1598 - - 0.013 - | | | |
| HCM Control Delay (s | | 7.3 | | | |
| HCM Lane LOS HCM 95th %tile Q(veh | A -) 0.3 - | - A A - 0 - | | | |
| FICHESOM WING CALANT | , v.s + | - U - | | | |

| | ۶ | → | * | 4 | ← | • | 1 | † | / | \ | | √ |
|--|------|----------|------|------|----------|------|------|------|----------|----------|--------------|----------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ሻ | 1 | | ሻ | 1> | | ሻ | 1> | | 7 | ^ | |
| Traffic Volume (veh/h) | 10 | 695 | 75 | 16 | 525 | 115 | 109 | 52 | 64 | 185 | 62 | 30 |
| Future Volume (veh/h) | 10 | 695 | 75 | 16 | 525 | 115 | 109 | 52 | 64 | 185 | 62 | 30 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.99 | 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 | 1709 | 1709 | 1709 | 1709 | 1709 | 1709 | 1709 | 1709 | 1709 | 1709 | 1709 | 1709 |
| Adj Flow Rate, veh/h | 11 | 764 | 82 | 18 | 577 | 126 | 120 | 57 | 70 | 203 | 68 | 33 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, % | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Cap, veh/h | 339 | 1747 | 187 | 418 | 811 | 177 | 311 | 83 | 102 | 285 | 135 | 66 |
| Arrive On Green | 0.03 | 0.59 | 0.57 | 0.04 | 0.60 | 0.58 | 0.10 | 0.12 | 0.10 | 0.10 | 0.12 | 0.11 |
| Sat Flow, veh/h | 1628 | 2958 | 317 | 1628 | 1359 | 297 | 1628 | 692 | 850 | 1628 | 1087 | 527 |
| Grp Volume(v), veh/h | 11 | 419 | 427 | 18 | 0 | 703 | 120 | 0 | 127 | 203 | 0 | 101 |
| Grp Sat Flow(s),veh/h/ln | 1628 | 1624 | 1652 | 1628 | 0 | 1655 | 1628 | 0 | 1542 | 1628 | 0 | 1614 |
| Q Serve(g_s), s | 0.3 | 15.3 | 15.4 | 0.4 | 0.0 | 32.0 | 6.7 | 0.0 | 8.5 | 11.0 | 0.0 | 6.3 |
| Cycle Q Clear(g_c), s | 0.3 | 15.3 | 15.4 | 0.4 | 0.0 | 32.0 | 6.7 | 0.0 | 8.5 | 11.0 | 0.0 | 6.3 |
| Prop In Lane | 1.00 | | 0.19 | 1.00 | | 0.18 | 1.00 | | 0.55 | 1.00 | | 0.33 |
| Lane Grp Cap(c), veh/h | 339 | 959 | 976 | 418 | 0 | 988 | 311 | 0 | 184 | 285 | 0 | 201 |
| V/C Ratio(X) | 0.03 | 0.44 | 0.44 | 0.04 | 0.00 | 0.71 | 0.39 | 0.00 | 0.69 | 0.71 | 0.00 | 0.50 |
| Avail Cap(c_a), veh/h | 409 | 1182 | 1202 | 477 | 0 | 1205 | 319 | 0 | 374 | 285 | 0 | 392 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1,00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 12.4 | 12.1 | 12.2 | 8.6 | 0.0 | 15.3 | 35.6 | 0.0 | 45.8 | 38.0 | 0.0 | 44.1 |
| Incr Delay (d2), s/veh | 0.0 | 1.0 | 1.0 | 0,0 | 0.0 | 4.3 | 0.6 | 0.0 | 3.4 | 7.7 | 0.0 | 1,4 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.1 | 5.1 | 5,3 | 0.1 | 0.0 | 11.6 | 2.6 | 0.0 | 3.3 | 5.1 | 0.0 | 2.5 |
| Unsig. Movement Delay, s/ve | h | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 12.4 | 13.1 | 13.2 | 8,6 | 0.0 | 19.6 | 36.2 | 0.0 | 49.2 | 45.7 | 0.0 | 45.5 |
| LnGrp LOS | В | В | В | Α | Α | В | D | Α | D | D | Α | <u>D</u> |
| Approach Vol, veh/h | | 857 | | | 721 | | | 247 | | | 304 | |
| Approach Delay, s/veh | | 13.2 | | | 19.4 | | | 42.9 | | | 45.7 | |
| Approach LOS | | В | | | В | | | D | | | D | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | 46 | |
| Phs Duration (G+Y+Rc), s | 14.4 | 17.4 | 7.4 | 68.0 | 15.0 | 16.8 | 8.1 | 67.3 | | | | |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | | | |
| Max Green Setting (Gmax), s | | 24.0 | 6,0 | 76.0 | 9.0 | 24.0 | 6.0 | 76.0 | | | | |
| Max Q Clear Time (g_c+l1), | | 8.3 | 2.3 | 34.0 | 13.0 | 10.5 | 2.4 | 17.4 | | | | |
| Green Ext Time (p_c), s | 0.0 | 0.2 | 0.0 | 27.9 | 0.0 | 0.3 | 0.0 | 34.7 | | | | |
| Expension and the second of th | | | | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 23.4 | | | | | | | | | |
| HCM 6th LOS | | | С | | | | | | | | | |

| Intersection | | | | | | | | | | | |
|---|---------------------|--------------|---------------------------------------|--------------|--------------|--------------|----------|---------------|--------------|--|-----|
| Int Delay, s/veh | 2 | | | | | | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR | | | 带 | | |
| Lane Configurations Traffic Vol, veh/h | ₩ 31 | 30 | 10 | 4ी 75 | } 211 | 22 | | | | | |
| Future Vol, veh/h | 31 | 30 | 10 | 75 | 211 | 22 | | | | | |
| Conflicting Peds, #/hr | 0 | 0 | _ 0 | _ 0 | _ 0 | _ 0 | | | | | |
| Sign Control RT Channelized | Stop | Stop None | Free | Free None | Free | Free None | | | | | |
| Storage Length | 0 | - | - | - | - | • | | | | | |
| Veh in Median Storage Grade, % | e,#0 | • | • | 0 | 0 0 | • | | | | | |
| Peak Hour Factor | 75 | - 75 | - 75 | 75 | 75 | - 75 | | | | | |
| Heavy Vehicles, % | 4 | 4 | 6 | 6 | 2 | 2 | | | | | |
| Mvmt Flow | 41 | 40 | 13 | 100 | 281 | 29 | | | | | |
| Major/Minor | Minor2 | | Vajor1 | | /ajor2 | | | | | | |
| Conflicting Flow All | 422 | 296 | 310 | 0 | - nellatz | 0 | | | | | 100 |
| Stage 1 | 296 | • | | - 4 | | | | | | | |
| Stage 2 Critical Hdwy | 126 6 .44 | 6.24 | 4.16 | - | - | - | | | | | |
| Critical Hdwy Stg 1 | 5.44 | V/4.T | - T-1Y | - | - | - | | | | | |
| Critical Hdwy Stg 2 | 5,44 | 0.000 | 0.054 | | | | | | | | |
| Follow-up Hdwy Pot Cap-1 Maneuver | 3.536 585 | 3.336 739 | 2.254 1228 | - | - | - | | | | | |
| Stage 1 | 750 | - | | - - | - | - | | | | | |
| Stage 2 | 895 | | • | • | - | | | | | | |
| Platoon blocked, % Mov Cap-1 Maneuver | 579 | 739 | 1228 | - | • | - | | | | | |
| Mov Cap-2 Maneuver | 579 | - | - | - | • | - | | 5.851.65V.65V | 50-950-950-9 | | |
| Stage 1 Stage 2 | 742 895 | | • • • • • • • • • • • • • • • • • • • | - | • | • | | | | | |
| Staye 2 | 090 | - | - | - | • | - | | | | | |
| Approach | EB | | NB | | SB | | | | | | |
| HCM Control Delay, s | 11.4 | | 0.9 | | 0 | | | | | | |
| HCM LOS | В | | | | | | | | | | |
| Vijeral avaltes are | | Mei | NOT. | 6014 | OMT | opo | | | | | |
| Minor Lane/Major Mvm Capacity (veh/h) | I. | NBL 1228 | NBT (| 648 | SBT | SBR - | 16 17 21 | | | | |
| HCM Lane V/C Ratio | | 0.011 | - | 0.126 | | - | | | | | |
| HCM Control Delay (s) HCM Lane LOS | | 8 | established the second of the second | 11.4 | • | | | | | | |
| HCM Lane LOS HCM 95th %tile Q(veh | 1 | A 0 | A | 8 0.4 | • | - | | | | | |
| | | | | | | | | | | | |

| Intersection Int Delay, s/veh | 18.9 | | | | 406 | | | | | | | | |
|---|------------------------------------|-------------------|----------------------|--------------------|-------------------|-----------------|------------------------|----------------------|---|--|--------|------------------------|----------------|
| Movement | EBL | EBT | WBT | WBR | SBL | SBR | | | | | | | |
| Lane Configurations | | र्भ | 4 | | Ψ | | | | | | | VelSevlevieroVelSesini | |
| Traffic Vol, veh/h Future Vol, veh/h | 21 21 | 415 415 | 465 465 | 69 69 | 172 172 | 59 59 | | | | | | | |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | |
| Sign Control | Free | Free | Free | Free | Stop | Stop | issigos/tabelillogos/s | ALGERTANISTER NOONSE | | | | | 36689888 |
| RT Channelized | | None | • | None | | None | | | | | | | i |
| Storage Length Veh in Median Storage | - # - | - 0 | - 0 | - | 0 | - | | | | | | | |
| Grade, % | •" | 0 | 0 | • | 0 | - | | | | | | | |
| Peak Hour Factor | 87 | 87 | 87 | 87 | 87 | 87 | | | | | | | |
| Heavy Vehicles, % | 7 | 7 | 5 | 5 | 2 | 2 | | | | | | | districta |
| Mvmt Flow | 24 | 477 | 534 | 79 | 198 | 68 | | | | | | | |
| Majør/Minor I | vlajor1 | 1 | vlajor2 | | Minor2 | | | | | | | | 85981 4 |
| Conflicting Flow All | 613 | 0 | we or s | 0 | 1099 | 574 | | | | | | | |
| Stage 1 | - | | | | 574 | V. 1 | | | | | | | 60101514 |
| Stage 2 | | | - | kpreviviSemburgere | 525 | | | | | | | | |
| Critical Hdwy | 4.17 | • | - | • | 6.42 | 6.22 | | | | | | | |
| Critical Hdwy Stg 1 Critical Hdwy Stg 2 | - | • | - | - | 5.42 5.42 | • | | | | | | | |
| Follow-up Hdwy | 2.263 | | iesasiezai: • | - | 3.518 | | | | | | | | |
| Pot Cap-1 Maneuver | 942 | • | • | | 235 | 518 | | | | | | | |
| Stage 1 Stage 2 | - | - | - | - | 563 593 | - | | | | | | | |
| Platoon blocked, % | • | - | - | - - | 939 | - | | | | | | | |
| Mov Cap-1 Maneuver | 942 | | - | • | 227 | 518 | | | | | | | |
| Mov Cap-2 Maneuver | - | - | - 20//2003/600/60 | | 227 | | | Walledon Sapingalis | | | | | Vennskommen |
| Stage 1 Stage 2 | . | - | - | • | 543 593 | - | | | | | | | |
| Olige 2 | | | - | | J3J | | | | | | | | |
| Approach | E8 | | WB | | SB | | | | | | | | |
| HCM Control Delay, s | 0.4 | | 0 | | 97.3 | | | | | | | | |
| HCM LOS | Andreas Avenue and Parish and Pro- | | | | F | | | | | | | | |
| | | and of the second | | | | | | | | | | | |
| Minor Lane/Major Mym | 1 | EBL | EBT | WBT | WBR | SBLn1 | | | | | unit (| | |
| Capacity (veh/h) | | 942 | | • | • | 265 | | | | | | | |
| HCM Lane V/C Ratio HCM Control Delay (s) | | 0.026 8.9 | - 0 | - | - | 1.002 97.3 | | | * | | | | |
| HCM Lane LOS | | 0.8 A | A | - | - | 91.9 F | | | | | | | |
| HCM 95th %tile Q(veh) | | 0.1 | • | • | - | 10 | | | | | | | |
| | | | | | | | | | | | | | |

4: OR 551 & Arndt Road

Opening Year (2025) + Project PM

| | <u> </u> | - | * | • | ← | 4 | • | † | <i>></i> | 1 | ↓ | 1 |
|------------------------------|-----------|------------------|-----------------------------------|-----------|---|---|---------------------|-------------------|-------------|------------|-----------------------------|--|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | 4 | | | 4 | 77 | Ψ, | † | 7 | 44 | † | ٣ |
| Traffic Volume (veh/h) | 35 | 102 | 20 | 80 | 97 | 487 | 5 | 360 | 45 | 643 | 610 | 50 |
| Future Volume (veh/h) | 35 | 102 | 20 | 80 | 97 | 487 | 5 | 360 | 45 | 643 | 610 | 50 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | den som resona monte store | 1.00 | 1.00 | | 1.00 | 1.00 | onaden Albemonnu Senntenber | 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 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 |
| Adj Flow Rate, veh/h | 37 | 107 | 21 | 84 | 102 | 0 | 5 | 379 | 47 | 677 | 642 | 53 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 |
| Cap, veh/h | 95 | 210 | 37 | 164 | 154 | | 20 | 676 | 572 | 820 | 1099 | 931 |
| Arrive On Green | 0.17 | 0.19 | 0.17 | 0.17 | 0.19 | 0.00 | 0.01 | 0.40 | 0.40 | 0.27 | 0.66 | 0.66 |
| Sat Flow, veh/h | 232 | 1113 | 196 | 545 | 818 | 1414 | 1589 | 1668 | 1414 | 3082 | 1668 | 1414 |
| Grp Volume(v), veh/h | 165 | 0 | 0 | 186 | 0 | 0 | 5 | 379 | 47 | 677 | 642 | 53 |
| Grp Sat Flow(s),veh/h/ln | 1540 | 0 | 0 | 1363 | 0 | 1414 | 1589 | 1668 | 1414 | 1541 | 1668 | 1414 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 3.1 | 0.0 | 0.0 | 0.3 | 15.0 | 1.8 | 17.7 | 18.3 | 1.1 |
| Cycle Q Clear(g_c), s | 8.4 | 0.0 | 0.0 | 11.4 | 0.0 | 0.0 | 0.3 | 15.0 | 1.8 | 17.7 | 18.3 | 1.1 |
| Prop In Lane | 0.22 | _ | 0.13 | 0.45 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 306 | 0 | 0 | 287 | 0 | | 20 | 676 | 572 | 820 | 1099 | 931 |
| V/C Ratio(X) | 0.54 | 0.00 | 0.00 | 0.65 | 0.00 | 800000000000000000000000000000000000000 | 0.25 | 0.56 | 0.08 | 0.83 | 0.58 | 0.06 |
| Avail Cap(c_a), veh/h | 605 | 0 | 0 | 568 | 0 | 4.00 | 287 | 1207 | 1023 | 1277 | 1207 | 1023 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 31.8 | 0.0 | 0.0 | 33.2 | 0.0 | 0.0 | 41.9 | 19.6 | 15.7 | 29.6 | 8.1 | 5.2 |
| Incr Delay (d2), s/veh | 1.1 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 4.9 | 1.0 | 0.1 | 2.1 | 0.8 | 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 5.2 | 0.0 0.5 | 0.0 6.1 | 0.0 4.5 | 0.0 0.2 |
| %ile BackOfQ(50%),veh/ln | 3.0 | 0.0 | 0.0 | 3,8 | 0.0 | 0.0 | 0.1 | ə.Z | 0.0 | 0.1 | 4.0 | U.2 |
| Unsig. Movement Delay, s/veh | | n n | 0.0 | 35.7 | 0.0 | 0.0 | 46.8 | 20.7 | 15.8 | 31.7 | 8.9 | 5.2 |
| LnGrp Delay(d),s/veh | 32.9 C | 0.0 A | 0.0 A | 33.7 D | U.U A | U.V | 40.0 D | 20.7 C | 10.6 B | ol.i C | о.э А | ع.د A |
| LnGrp LOS | U | 165 | А | U | 186 | | U | 431 | D | Ų | 1372 | ^ |
| Approach Vol, veh/h | | | | | 000000000000000000000000000000000000000 | | | | | | 20.0 | |
| Approach Delay, s/veh | | 32.9 C | | | 35.7 | | | 20.4 C | | | 20.0 C | |
| Approach LOS | | e a la Mar | | | D | | | Y | | | . | |
| Timer - Assigned Phs | - 1 | 2 | | 4 | 5 | 6 | | 8 | | | 7 | |
| Phs Duration (G+Y+Rc), s | 5.1 | 60.4 | | 20.2 | 26.8 | 38.7 | | 20.2 | | | | |
| Change Period (Y+Rc), s | 4.5 | 6.0 | | 6,0 | 4.5 | 6.0 | | 6.0 | | | | potetorium terministoring |
| Max Green Setting (Gmax), s | 15.0 | 60.0 | | 31.0 | 35.0 | 60.0 | | 31.0 | | | | |
| Max Q Clear Time (g_c+l1), s | 2.3 | 20,3 | conductory and the control of the | 13.4 | 19.7 | 17.0 | seessakkepissessess | 10.4 | | | | ###################################### |
| Green Ext Time (p_c), s | 0.0 | 25.7 | | 0.8 | 2.6 | 15.7 | | 0.5 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 22.4 | | | | | | | | | |
| HCM 6th LOS | | | С | | | | | | | | | |
| | | | | | | | | | | | | |

Notes

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

| Intersection Int Delay, s/veh | 5 | | | ri, air | | E II. | | | | | 9 | | | | | |
|--------------------------------|--------------------|------------------------|--|-----------------------------|---|---------------------|----------------------------|--|------------------------|---|---|------------------------------|--|--|---|--------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | | | 2275 175 77 | |
| Lane Configurations | COL | <u> </u> | EBN | AADL | 4 | WOR | NDT. | 1V(3) } | NDIN | OOL * | <u>्राधाट</u> क | Pant F | | | | |
| Traffic Vol. veh/h | 10 | 117 5 | 45 | 22 | 25 | 15 | 30 | 395 | 6 | 10 | 680 | 35 | | | | |
| Future Vol, veh/h | 10 | 5 | 45 | 22 | 25 | 15 | 30 | 395 | 6 | 10 | 680 | 35 | | | | |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free | , | SCHOOL STATES AND STATES AND | reference to the second No. | Sinonci///Anolity |
| RT Channelized | | • | None | | | None | • | - | None | • | - | None | | | | |
| Storage Length | - | - | en e | - | • | - | 500 | | - | 500 | · | 160 | ent mennet renenat rock | Land edine manifolishing | Surviva de de la companya de la comp | |
| Veh in Median Storage | ,# - | 0 | - | • | 0 | | • | 0 | • | • | 0 | - | | | | |
| Grade, % | | 0 | hotekelerkerelije | | 0 | <u>.</u> | | 0 | - | | 0 | - | | | | Sales in relation. |
| Peak Hour Factor | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | | | | |
| Heavy Vehicles, % Mvmt Flow | 6 12 | 6 6 | 6 54 | 6 27 | 6 30 | 6 18 | 6 36 | 6 476 | 6 7 | 6 12 | 6 819 | 6 42 | | | | |
| MALITY FIOW | 1,2 | 0 | 94 | 21 | અપ | 10 | - 30 | 4/0 | | 12 | 013 | 42 | | | | |
| | | | | | | | | ure of e | | | 20-7-25-1-7-106-5 | | nes a se | 28,000 | | |
| | Vinor2 | | | Minor1 | | | Major1 | | | Vlajor2 | | | | 280 (100) | | |
| Conflicting Flow All | 1419 | 1398 | 819 | 1446 | 1437 | 480 | 861 | 0 | 0 | 483 | 0 | 0 | | | | |
| Stage 1 | 843 570 | 843 555 | * | 552 894 | 552 885 | • | • | • | - | • | - | • | | | | |
| Stage 2 Critical Hdwy | 576 7.16 | 6.56 | 6.26 | 7.16 | 6.56 | 6.26 | 4.16 | - | - | 4.16 | - | - | | | | |
| Critical Hdwy Stg 1 | 6.16 | 5.56 | y.29 | 6.16 | 5,56 | 0.20 | /4.IU | | _ | 4.IU | _ | _ | | | | |
| Critical Hdwy Stg 2 | 6.16 | 5.56 | - | 6.16 | 5.56 | _ | | _ | - | - | * | - | | | | |
| Follow-up Hdwy | 3.554 | 4.054 | 3.354 | 3.554 | | 3.354 | 2.254 | =##################################### | - | 2,254 | | - | | | | |
| Pot Cap-1 Maneuver | 112 | 138 | 369 | 107 | 131 | 578 | 764 | | SOSSONARRORES ARES SAN | 1059 | • | - | | | | |
| Stage 1 | 353 | 374 | ely no concesso (c | 511 | 508 | | | | | • | | - | ici Alienyo (Oyun | :::::::::::::::::::::::::::::::::::::: | | \$658(0:00:00#### |
| Stage 2 | 496 | 507 | | 330 | 358 | • | | | • | • | | * | | | | |
| Platoon blocked, % | | e menetime Annul en en | No. | The second second section (| | marchine (metables) | erekelikanin derelikensiki | · | - | National and a state of the control | and the second constraints of the second constraints. | | eri e a controla actualista | errialentidus innome | | Analamanomi |
| Mov Cap-1 Maneuver | 84 | 130 | 369 | 84 | 124 | 578 | 764 | | • | 1059 | • | ¥ | | | | |
| Mov Cap-2 Maneuver | 84 | 130 | • | 84 | 124 | | - | | | - | | <u>.</u> Sahasasanasalasa | | | | |
| Stage 1 | 336 | 370 | • | 487 | 484 | • | • | • | | - | • | - | | | | |
| Stage 2 | 429 | 483 | • | 274 | 354 | - | • | - | • | - | - | • | | | | |
| | | | | | | | | | | | | | Consideration of the Constitution of the Const | | | |
| Approach | E8 | | | W8 | | | NB | | | SB | | 100 | | | | |
| HCM Control Delay, s | 30 | | | 67.5 | | | 0.7 | | | 0.1 | | | | | | |
| HCM LOS | D | | 608/88/20/88/66 | F | 000000000000000000000000000000000000000 | produktana a | Paradesia da patra de ca | Santabakarian | | | | | olesperationistics | | | 5950555655 |
| | | | | | | | | | | | | | | | | |
| Minor Lane/Major Myn | ıt. | NBL | NBT | NBR | EBLn1V | VBLn1 | SBL | SBT | SBR | ulk (in | | 1 Thinks | | | | |
| Capacity (veh/h) | | 764 | _ | _ | 215 | 127 | 1059 | | | | | | | | | |
| HCM Lane V/C Ratio | | 0.047 | | | 0.336 | 0.588 | 0.011 | | | | | | | | , , , , , , , , , , , , , , , , , , , | |
| HCM Control Delay (s) | | 9,9 | • | • | 30 | 67.5 | 8,4 | | • | | | | | | | |
| HCM Lane LOS | | Α | • | | D | F | Α | | | 000000000000000000000000000000000000000 | \$55%\$5.2000A00 | | 000000000000000000000000000000000000000 | Signification (Assessed | econolisco e e e e e e e e e e e e e e e e e e e | Salide (Sales) |
| HCM 95th %tile Q(veh |) | 0.1 | | | 1.4 | 3 | 0 | | • | | | | | | | |
| | | | | | * | | | | | | | | | | | |

| | ٨ | | * | • | + | 4 | 1 | † | <i>></i> | - | ţ | 1 |
|------------------------------|---------------------------|--------------|-------------|--|---|---|------------------------------------|--|---|---------------------------------|----------|--|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | 7 | 4 | | ሻ | ↑ | | ሻ | † | 7 | 75 | ↑ | 7 |
| Traffic Volume (veh/h) | 70 | 324 | 25 | 92 | 412 | 25 | 40 | 336 | 27 | 100 | 597 | 50 |
| Future Volume (veh/h) | 70 | 324 | 25 | 92 | 412 | 25 | 40 | 336 | 27 | 100 | 597 | 50 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.98 | 1.00 | | 0.98 | 1.00 | | 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 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 |
| Adj Flow Rate, veh/h | 78 | 360 | 28 | 102 | 458 | 28 | 44 | 373 | 30 | 111 | 663 | 56 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 |
| Cap, veh/h | 98 | 429 | 33 | 126 | 464 | 28 | 55 | 707 | 599 | 134 | 790 | 670 |
| Arrive On Green | 0.06 | 0.28 | 0.27 | 0.08 | 0.30 | 0.29 | 0.03 | 0.42 | 0.42 | 0.08 | 0.47 | 0.47 |
| Sat Flow, veh/h | 1589 | 1525 | 119 | 1589 | 1554 | 95 | 1589 | 1668 | 1414 | 1589 | 1668 | 1414 |
| Grp Volume(v), veh/h | 78 | 0 | 388 | 102 | 0 | 486 | 44 | 373 | 30 | 111 | 663 | 56 |
| Grp Sat Flow(s),veh/h/ln | 1589 | -0 | 1644 | 1589 | 0 | 1649 | 1589 | 1668 | 1414 | 1589 | 1668 | 1414 |
| Q Serve(g_s), s | 5.9 | 0.0 | 27.1 | 7.7 | 0.0 | 35.7 | 3.4 | 20.2 | 1.5 | 8.4 | 42.3 | 2.6 |
| Cycle Q Clear(g_c), s | 5.9 | 0.0 | 27.1 | 7.7 | 0.0 | 35.7 | 3.4 | 20.2 | 1.5 | 8.4 | 42.3 | 2.6 |
| Prop In Lane | 1.00 | | 0.07 | 1.00 | | 0.06 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 98 | 0 | 462 | 126 | 0 | 493 | 55 | 707 | 599 | 134 | 790 | 670 |
| V/C Ratio(X) | 0.79 | 0.00 | 0.84 | 0.81 | 0.00 | 0.99 | 0.80 | 0.53 | 0.05 | 0.83 | 0.84 | 0.08 |
| Avail Cap(c_a), veh/h | 457 | 0 | 491 | 457 | 0 | 493 | 261 | 849 | 720 | 261 | 849 | 720 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1,00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 56.4 | 0.0 | 41.2 | 55.2 | 0.0 | 42.5 | 58.4 | 26.0 | 20.6 | 54.9 | 28.0 | 17.6 |
| Incr Delay (d2), s/veh | 10.2 | 0.0 | 11.4 | 8.7 | 0.0 | 36.9 | 18.1 | 0.9 | 0.0 | 9.4 | 7.5 | 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(50%),veh/ln | 2.6 | 0.0 | 11.8 | 3.3 | 0.0 | 19.0 | 1.6 | 7.6 | 0.5 | 3.6 | 16.8 | 0.8 |
| Unsig. Movement Delay, s/veh | | | | | AND RESIDENCE | 2 4 5 7 7 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | en menur en semenar en en en | ************************************** | anno anno anno anno anno anno anno anno | til toolis i vamistamestimestin | | 2000 SEED STORY 12 |
| LnGrp Delay(d),s/veh | 66.6 | 0.0 | 52.6 | 63.9 | 0.0 | 79.4 | 76.5 | 26.9 | 20.7 | 64.4 | 35.5 | 17.6 |
| LnGrp LOS | Ε | Α | D | E | Α | E | Ε | С | C | E | D | В |
| Approach Vol, veh/h | | 466 | | | 588 | | | 447 | | | 830 | |
| Approach Delay, s/veh | 6494114575941155115141465 | 55.0 | | | 76.7 | | | 31.4 | 101150 CSR2 VARIANCE | | 38.2 | 997GTESTSHTSHTV |
| Approach LOS | | D | | | E | | | С | | | D | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 8.2 | 61.7 | 11.5 | 40.4 | 14.2 | 55.6 | 197 | 38.2 | | | | |
| Change Period (Y+Rc), s | 4.0 | 6.0 | 4.0 | * 5.4 | 4.0 | 6.0 | 13.7 4.0 | * 5.4 | | | | |
| Max Green Setting (Gmax), s | 20.0 | 60.0 | 4.0 35.0 | * 35 | 4.0 20.0 | | | 3.4 *35 | | | | |
| Max Q Clear Time (g_c+l1), s | 20.0 5.4 | 00.U 44.3 | 33.0 7.9 | 37.7 | 20.0 10.4 | 60.0 22.2 | 35.0 0.7 | | | | | |
| Green Ext Time (p_c), s | 0.4 0.1 | | 7.9 0.2 | | | | 9.7 | 29.1 | | | | |
| | V.1 | 11.4 | U.Z | 0.0 | 0.1 | 11.3 | 0.3 | 0.7 | | | | |
| Intersection Summary | | 360 | | | | | jn - 2 | | | dia santa | | u _i |
| HCM 6th Ctrl Delay | | | 49,9 | | | 15 (8) (2) | | | | | | |
| HCM 6th LOS | | | D | ······································ | | | ranaetaraeteere († 1904) eta 1900) | | - word republication (APS) | | | es se en |
| | | | | THE THE PARTY OF T | W//====== | | | | | | | |

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

| Intersection Int Delay, s/veh | 2.7 | | | United States | W. 103 - E 1500 | | 10 | | - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 | |
|---|----------------------|--------------------------------------|--------------------------------------|------------------------|-----------------|------------|---------------------|-----|---|--------------------|
| Movement Lane Configurations | EBL E | BR NBL | NBT SI स | BT SBR | | | | 100 | | |
| Traffic Vol, veh/h Future Vol, veh/h | 48 48 | 34 15 34 15 | 127 1 | 7 9 14 79 14 | | | | | | |
| Conflicting Peds, #/hr Sign Control | 0 | 0 0 Stop Free | 0 Free Fr | 0 0 | | | | | | Mine South Tips 72 |
| RT Channelized Storage Length | 0 | | None - | - None | | | | | | |
| Veh in Median Storage Grade, % Peak Hour Factor | o,# 0 0 70 | 7 7 70 70 | 0 0 70 | 0 - 0 - 70 70 | | | | | | |
| Heavy Vehicles, % Mvmt Flow | 70 3 69 | 3 3 49 21 | 3 | 70 70 3 3 56 20 | | | | | | |
| ###################################### | | 5/X405619/X40567/1100-6/X/X5054-1100 | SOLVERS OF REPORT OF THE PROPERTY OF | | | X | 10 mg | | | |
| Major/Minor Conflicting Flow All | Minor2 489 | Major1 266 276 | Majo 0 | - 0 | | | | | | |
| Stage 1 Stage 2 | 266 223 | | - | | | | | | | |
| Critical Howy Critical Howy Stg 1 | | 6.23 4.13 | - | | | | A Ministry of | | e is allipsion of | |
| Critical Hdwy Stg 2 Follow-up Hdwy | 5.43 3.527 3. | .327 2.227 | * | | | | | | | |
| Pot Cap-1 Maneuver Stage 1 | 536 776 | 770 1281 | | | | NEW HOLDEN | | | | |
| Stage 2 Platoon blocked, % | 812 | | - | | | | | | | |
| Mov Cap-1 Maneuver Mov Cap-2 Maneuver | 526 | 770 1281 | • | * - * | | | | | | |
| Stage 1 Stage 2 | 762 812 | | - | | | | | | | |
| Approach | EB | NB: | | 3 B | | | A STATE OF STATE OF | | | |
| HCM Control Delay, s HCM LOS | 12.4 B | 0.8 | | 0 | | | | | | |
| | | | | | | | | | | |
| Minor Lane/Major Myn Capacity (veh/h) | 1 | NBL NBTE 281 - | 606 | et ser | | | | | | |
| HCM Lane V/C Ratio HCM Control Delay (s | | 7.9 0 | 0.193 12.4 | • • | | | | | | |
| HCM Lane LOS HCM 95th %tile Q(veh |) | A A 0,1 - | В 0.7 | | | | | | | |

| Intersection | 77.37 | | | | | | | |
|--|--|---|---|---|----------------------|-----|---|---|
| Int Delay, s/veh | 0.6 | | | | | | | |
| Movement | | EBR NBL | *************************************** | *************************************** | The State of | | | |
| Lane Configurations Traffic Vol. veh/h | Y/ 9 | 6 2 | 4 þ 97 181 | | | | | |
| Future Vol, veh/h | 9 9 | 6 2 | 97 181 | | | | | |
| Conflicting Peds, #/hr | 0 | 0 0 | 0 0 | | | | | |
| Sign Control RT Channelized | | n California de Calendario de | Free Free None - | Free None | | | | |
| Storage Length | 0 | | | | | | | |
| Veh in Median Storagi | | | 0 0 | | | | | |
| Grade, % Peak Hour Factor | 0 70 | 70 70 | 0 0 70 7 0 | | | | | |
| Heavy Vehicles, % | 3 | 3 3 | 3 3 | | | | | |
| Mvmt Flow | 13 | 9 3 | 139 259 | 3 | | | | |
| | 2000-15-2-16-4-10-10-10-10-2-10-2-10-2-10-2-10-2-10- | | SERVICE STREET | el Macionar November de Geronomous montes | | | //www.coczania.coczania.coczania.coczania.coczania.coczania.coczania.coczania.coczania.coczania.coczania.cocz | *************************************** |
| Major/Minor Conflicting Flow All | Minor2 | Major1 261 262 | Major2 | | | | | |
| Stage 1 | 406 261 | 261 262 | 0 - | | | | | |
| Stage 2 | 145 | | | - | | | | |
| Critical Hdwy | CONTRACTOR VERSION AND AND ADDRESS. | 6.23 4.13 | ensiji | | | | | |
| Critical Hdwy Stg 1 Critical Hdwy Stg 2 | 5.43 5 .43 | | <u>.</u> | 950468904599953045635000950445 | | | | |
| Follow-up Hdwy | 3.527 3 | .327 2.227 | - | | | | | |
| Pot Cap-1 Maneuver | 599 780 | 775 1296 | | | | | | |
| Stage 1 Stage 2 | 880 | | . | | | | | |
| Platoon blocked, % | | | • | • | | | | |
| Mov Cap-1 Maneuver Mov Cap-2 Maneuver | 597 597 | 775 1296 | | | | | | |
| Stage 1 | 778 | | - | hamaka sasana (48.000 ka s | | | | |
| Stage 2 | 880 | | - | | | | | |
| | | | | | | | | |
| Approach | EB | NB 0.2 | SB | | EAN CONTRACTOR SALES | | | |
| HCM Control Delay, s HCM LOS | 10.7 B | 0.2 | 0 | | | | | |
| | | | | | | | | |
| Minor Lane/Major Mvr | | NBL NBTE | | SBR | | - 1 | | |
| Capacity (veh/h) | | 1296 - | 657 - | | | | | |
| HCM Lane V/C Ratio HCM Control Delay (s | | .002 - (7.8 0 |).033 - 10.7 - | CONTRACTOR | | | | |
| HCM Lane LOS | # 1000 TA A | A A | В - | | | | | |
| HCM 95th %tile Q(veh |) | 0 - | 0.1 - | | | | | |
| | | | | | | | | |

| Intersection Int Delay, s/veh | 3.5 | | | | | | | | | | | | | | |
|---|-----------------------|--------------------|--------------------------------------|------------------------|----------------------|-----------------------|--------------------|-----------------------------|--------------------------|-----------------|----------------------|-------------------|-----------------------|-----------------|--------------|
| Movement | EBT | EBR | WBI. | WBT | NBL | NBR | | | | | | | | | |
| Lane Configurations Traffic Vol., veh/h | 10 10 | 0 | 4 | 4 15 | 0 0 | 1 5 15 | | | | | | | | | |
| Future Vol, veh/h Conflicting Peds, #/hr Sign Control | 10 0 Free | 0 Free | 4 0 Free | 15 0 Free | 0 Stop | 0 Stop | | | | | | | | | |
| RT Channelized Storage Length | | None | and the state of the second state of | None | 310p - 0 | 9594099967449986619 | | | | | | | | | |
| Veh in Median Storage Grade, % | ,# 0 0 | - | | 0 0 | 0 | - | | | | | | | | | |
| Peak Hour Factor Heavy Vehicles, % | 70 3 | 70 3 | 70 3 | 70 3 | 70 3 | 70 3 | | | | | | | | | |
| Mvmt Flow | 14 | 0 | 6 | 21 | 0 | 21 | | | | | | | | | |
| Major/Minor N | viajor1 | Ĭ | Vlajor2 | | vlinor1 | | | | | | 16 | | | | |
| Conflicting Flow All | 0 | 0 | 14 | 0 | 47 14 | 14 | | | | | | | | | |
| Stage 1 Stage 2 | - | 7 | • | - | 1 4 33 | i Alice ti | | | | | | | | | |
| Critical Hdwy | _ | _ | 4.13 | - | 6.43 | 6.23 | | | | | | | | | |
| Critical Hdwy Stg 1 | - | | - | - | 5.43 | • | | | | | | | | | 1,0000100000 |
| Critical Hdwy Stg 2 | | - | • | • | 5.43 | | | | | | | | | | |
| Follow-up Hdwy | e esterativa esterati | - | 2.227 | _ | | 3.327 | NAVASSED ENGED AND | Construction bulletings | Controllering Controller | desil tedentini | AC-C-DGITT-Clear GDE | 0.600.000.000.000 | -Gastati-con-con-con- | C06/20089900000 | |
| Pot Cap-1 Maneuver | • | • | 1598 | • | 960 | | | | | | | | | | |
| Stage 1 Stage 2 | - | - | - | - | 1006 987 | - | | | | | | | | | |
| Platoon blocked, % | | | 7 | | 901 | * | | | | | | | | | |
| Mov Cap-1 Maneuver Mov Cap-2 Maneuver | <u>.</u> | - | 1598 | - | 956 956 | 1063 | | | | | | | | | |
| Stage 1 Stage 2 | • | - - | • | - | 1006 983 | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| Approach | E8 0 | No. 10 access | WB 1.5 | | NB 8.5 | and the second second | | (21/60) E | | | (C.S.M. 1917) | Tille Sales an | | Penneyer | |
| HCM Control Delay, s HCM LOS | V | | 1.3 | | 6.0 A | CONSTRUMENTALIS | | | | an desir e | | | | | |
| 11. | | NO Z | FAT | FRE | NA INT | I I I I I I | | | | | | | | | |
| Minor Lane/Major Mvm Capacity (veh/h) | 1 | NBLn1 1063 | <u>EBT</u> | EBK - | WBL 1598 | | olice (Gli | | | | | | | | |
| HCM Lane V/C Ratio HCM Control Delay (s) | | 0.02 8.5 | • • | - | 0.004 7,3 | 0 | | | | | | | | | |
| HCM Lane LOS HCM 95th %tile Q(veh) | | A 0,1 | - | • | A 0 | | | | | | | | | | |
| | | | | | | | | | | | | | | | |

SECTION 8: HCM REPORTS - SHORT-TERM 2030 NO BUILD AM AND PM

| | ۶ | → | • | • | 4- | 4 | 4 | † | <i>></i> | / | ↓ | 4 |
|--|---------------------------------|-------------------------------|-------------------|--|--|---|--------------------------------------|--------------------|---------------------------|--------------------|---|-------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ሻ | † } | | ሻ | 1> | | <u>J</u> | ^ | | K | | |
| Traffic Volume (veh/h) | 25 | 470 | 55 | 15 | 700 | 315 | 65 | 110 | 10 | 70 | 30 | 10 |
| Future Volume (veh/h) | 25 | 470 | 55 | 15 | 700 | 315 | 65 | 110 | 10 | 70 | 30 | 10 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Q |
| Ped-Bike Adj(A_pbT) | 1.00 | - Saris een enniserraan saara | 1.00 | 1.00 | in experience and an experience and a second | 0.98 | 1.00 | | 1.00 | 1.00 | *************************************** | 0.98 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | and the second s | No | alla (m. do com Tayan do chair d'Er et alle la la | processor and a second second second | No | purhocChilometer kamanası | | No | |
| Adj Sat Flow, veh/h/ln | 1586 | 1586 | 1586 | 1641 | 1641 | 1641 | 1723 | 1723 | 1723 | 1709 | 1709 | 1709 |
| Adj Flow Rate, veh/h | 28 | 528 | 62 | 17 | 787 | 354 | 73 | 124 | 11 | 79 | 34 | 11 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Percent Heavy Veh, % | 12 | 12 | 12 | 8 | 8 | 8 | 2 | 2 | 2 | 3 | 3 | 3 |
| Cap, veh/h | 122 | 1768 | 207 | 558 | 685 | 308 | 293 | 175 | 16 | 219 | 143 | 46 |
| Arrive On Green | 0.04 | 0.65 | 0.63 | 0.03 | 0.64 | 0.63 | 0.07 | 0.11 | 0.10 | 0.07 | 0.12 | 0.10 |
| Sat Flow, veh/h | 1511 | 2718 | 318 | 1563 | 1064 | 479 | 1641 | 1559 | 138 | 1628 | 1229 | 397 |
| Grp Volume(v), veh/h | 28 | 292 | 298 | 17 | 0 | 1141 | 73 | 0 | 135 | 79 | 0 | 45 |
| Grp Sat Flow(s),veh/h/in | 1511 | 1507 | 1529 | 1563 | 0 | 1542 | 1641 | 0 | 1698 | 1628 | 0 | 1626 |
| Q Serve(g_s), s | 0.7 | 10.2 | 10.3 | 0.4 | 0.0 | 78.0 | 4.6 | 0.0 | 9.3 | 5.1 | 0.0 | 3.1 |
| Cycle Q Clear(g_c), s | 0.7 | 10.2 | 10,3 | 0.4 | 0,0 | 78.0 | 4.6 | 0.0 | 9.3 | 5.1 | 0,0 | 3.1 |
| Prop In Lane | 1.00 | 000 | 0.21 | 1.00 | • | 0.31 | 1.00 | • | 0.08 | 1.00 | | 0.24 |
| Lane Grp Cap(c), veh/h | 122 | 980 | 995 | 558 | 0 | 992 | 293 | 0 | 190 | 219 | 0 | 189 |
| V/C Ratio(X) | 0,23 1 59 | 0.30 980 | 0.30 | 0.03 | 0.00 | 1.15 992 | 0.25 332 | 0.00 | 0.71 364 | 0.36 251 | 0.00 0 | 0.24 349 |
| Avail Cap(c_a), veh/h HCM Platoon Ratio | 1.00 | 1.00 | 995 1.00 | 608 1.00 | 0 1.00 | 992 1.00 | 332 1.00 | 0 1.00 | 1.00 | 231 1.00 | 1.00 | 1.00 |
| Upstream Filler(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 31.2 | 9.2 | 9.3 | 6.7 | 0.0 | 21.9 | 42.8 | 0.00 | 52.0 | 42.9 | 0.0 | 48.9 |
| Incr Delay (d2), s/veh | 0.7 | 0.5 | 9.5 0.5 | 0.7 | 0.0 | 79.2 | 0.3 | 0.0 | 3.6 | 42.9 0.7 | 0.0 | 40.9 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/in | 0.5 | 3.1 | 3.2 | 0.0 | 0.0 | 45.6 | 1.8 | 0.0 | 4.0 | 2.0 | 0.0 | 1.2 |
| Unsig. Movement Delay, s/ve | SERVED CONTRACTOR MADE TO SERVE | W. I | V.E | V. | 0.0 | 70.0 | 1,0 | 9.9 | 7,0 | 2.9 | 0.0 | 1.6 |
| LnGrp Delay(d), s/veh | 31.9 | 9.7 | 9.8 | 6.8 | 0.0 | 101.1 | 43.1 | 0.0 | 55.6 | 43.7 | 0.0 | 49.4 |
| LnGrp LOS | С | Α | A | A | A | F | D | A | Ε | D | A | D |
| Approach Vol. veh/h | | 618 | | | 1158 | | | 208 | - | | 124 | |
| Approach Delay, s/veh | | 10.8 | | | 99.7 | | | 51.2 | | | 45.7 | |
| Approach LOS | | В | | | F | | | D | | | D | |
| Timer - Assigned Phs | | 2 | 3 | 4 | 5 | 6 | - | | | | | |
| | 40.4 | | | | | nomes concentions | 0.0 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 12.1 | 18.1 | 9.1 | 82.0 | 12.6 | 17.6 | 8.2 | 82.9 | | | | |
| Change Period (Y+Rc), s Max Green Setting (Gmax), s | 6.0 9.0 | 6.0 24. 0 | 6.0 6.0 | 6.0 76.0 | 6.0 9 .0 | 6.0 24.0 | 6.0 6.0 | 6.0 76.0 | | | | |
| Max Q Clear Time (g_c+l1), | | 24.0 5.1 | 2.7 | 80.0 | 9.0 7.1 | 24.0 11.3 | 2.4 | 70.0 12.3 | | | | |
| Green Ext Time (p_c), s | 9 0.0 0.0 | 0.1 | 0.0 | 0.0 | 0,0 | 0.3 | 2.4 0.0 | 23.2 | | | | 4 |
| | U.U | V. I | U.U | U.U | U,U | 9.9 | ۷.۷ | 23.2 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 65.7 | | | | | | | | | |
| HCM 6th LOS | | | E | | | | | | | | | |

| Intersection | | | |
|---|--|------------------------------------|---|
| Int Delay, s/veh | 1.4 | | |
| Movement | E8L | EBR NBL NBT SBT SBR | |
| Lane Configurations | ₩ 46 | 4 3 | |
| Traffic Vol, veh/h Future Vol, veh/h | 1 5 15 | 10 25 195 45 20 10 25 195 45 20 | |
| Conflicting Peds, #/hr | 0 | 0 0 0 0 0 | |
| Sign Control | Stop | Stop Free Free Free | |
| RT Channelized Storage Length | - 0 | lone - None - None | |
| Veh in Median Storage | - | 0 0 - | |
| Grade, % | 0 | 0 0 - | |
| Peak Hour Factor Heavy Vehicles, % | 87 12 | 87 87 87 87 87 12 2 2 9 9 | |
| Mvmt Flow | 17 | 11 29 224 52 23 | |
| | | | • |
| | Miner2 | Major1 Major2 | |
| Conflicting Flow All Stage 1 | 346 64 | 64 75 0 - 0 | |
| Stage 2 | 282 | | |
| Critical Hdwy | 6.52 | 6.32 4.12 | |
| Critical Hdwy Stg 1 Critical Hdwy Stg 2 | 5.52 5.52 | | |
| Follow-up Hdwy | | | |
| Pot Cap-1 Maneuver | 631 | 973 1524 | |
| Stage 1 Stage 2 | 934 743 | | |
| Platoon blocked, % | 140 | | |
| Mov Cap-1 Maneuver | | 973 1524 | |
| Mov Cap-2 Maneuver Stage 1 | 617 913 | | |
| Stage 2 | 743 | | |
| | | | |
| Approach | EB | NB SB | |
| HCM Control Delay, s | 1-2-2-5-14-2-1-5-5-5-5-5-5-5-5-5-5-5-5-5-5-5-5-5-5 | 0.8 | |
| HCM LOS | В | | |
| Minor Lane/Major Mvn | at . | NBL NBTEBLn1 SBT SBR | |
| Capacity (veh/h) | | 524 - 723 | |
| HCM Lane V/C Ratio | | 019 - 0.04 | |
| HCM Control Delay (s HCM Lane LOS |) | 7.4 0 10.2 | |
| HCM 95th %tile Q(veh | 1 | A A B | |
| | | | |

| Intersection Int Delay, s/veh | 1.6 | | | | | | 3 S S | |
|--|---------------------|--|------------------------|--|--|--|-------|------|
| Movement | EBL EBT | Wat War | | SBR | | 5 - F - 1 | | |
| Lane Configurations Traffic Vol., veh/h | र्स 20 435 | 1→ 400 190 | ₩ 50 | 15 | | | | |
| Future Vol, veh/h | 20 435 | 400 190 | 50 | 15 | | | | |
| Conflicting Peds, #/hr Sign Control | 0 0 Free Free | 0 0 Free Free | 0 Stop | 0 Stop | | | | |
| RT Channelized | - None | - None | • | None | | | | |
| Storage Length Veh in Median Storage | .# - 0 | 0 - | 0 0 | - | | | | |
| Grade, % Peak Hour Factor | - 0 88 88 | | 0 88 | - 88 | | | | |
| Heavy Vehicles, % | 99 | RIDARA OHUKAKANI IH HERBEHAYA ETOLOAKA I | 9 | 9 | | | | |
| Mvmt Flow | 23 494 | 455 216 | 57 | 17 | | | | |
| Major/Minor N | /ajor1 | Major2 | Vinor2 | | alle de la company | | 5.4 | |
| Conflicting Flow All | 671 0 | | 1103 | 563 | | | | |
| Stage 1 Stage 2 | | | 563 540 | | | | | |
| Critical Hdwy | 4.19 - | | 6.49 | 6.29 | | | | |
| Critical Hdwy Stg 1 Critical Hdwy Stg 2 | | - | 5.49 5.49 | • | | | | |
| Follow-up Hdwy | 2.281 - | | 3.581 | | | | | |
| Pot Cap-1 Maneuver Stage 1 | 887 - | | 227 556 | 513 | | | | |
| Stage 2 | - | | 570 | • | | | | |
| Platoon blocked, % Mov Cap-1 Maneuver | - 887 - | | 219 | 513 | | | | |
| Mov Cap-2 Maneuver | | | 219 | - | | | | |
| Stage 1 Stage 2 | | | 536 570 | - | | | | |
| | | | | | | | | |
| Approach | EB . | WB | 88 | | | | | |
| HCM Control Delay, s HCM LOS | 0.4 | 0 | 25.1 D | | | | | |
| | | | - | | | | | |
| Minor Lane/Major Mvm | | | determination with the | ////////////////////////////////////// | | | 6 | |
| Capacity (veh/h) HCM Lane V/C Ratio | 887 0.026 | | - | 252 0.293 | | | , | |
| HCM Control Delay (s) | 9.2 | 0 - | • | 25.1 | | | | |
| HCM Lane LOS HCM 95th %tile Q(veh) | A 0.1 | | • | D 1,2 | | | | |
| | | | | | 20-00-00-00-00-00-00-00-00-00-00-00-00-0 | and the second s | | |

| | ٨ | | • | • | 4 | 1 | 4 | † | <i>></i> | / | Ţ | 1 |
|--|-------------------------|----------------------|---------------------------------|-----------|-----------------|------|---------------------------------------|------------------|-------------|-----------|--|-------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | 44 | | | 4 | 7 | 7 | <u></u> | 7 | ኻኻ | † | 7 |
| Traffic Volume (veh/h) | 50 | 85 | 10 | 55 | 70 | 665 | 20 | 670 | 65 | 400 | 420 | 25 |
| Future Volume (veh/h) | 50 | 85 | 10 | 55 | 70 | 665 | 20 | 670 | 65 | 400 | 420 | 25 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.98 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | ur onnur turnene turnene urusus | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adj Flow Rate, veh/h | 54 | 91 | 11 | 59 | 75 | 0 | 22 | 720 | 70 | 430 | 452 | 27 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Percent Heavy Veh, % | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 |
| Cap, veh/h | 103 | 138 | 15 | 118 | 120 | | 41 | 885 | 750 | 528 | 1128 | 936 |
| Arrive On Green | 0.14 | 0.16 | 0.14 | 0.14 | 0.16 | 0.00 | 0.03 | 0.55 | 0.55 | 0.18 | 0.70 | 0.70 |
| Sat Flow, veh/h | 373 | 889 | 96 | 444 | 774 | 1356 | 1524 | 1600 | 1356 | 2956 | 1600 | 1328 |
| Grp Volume(v), veh/h | 156 | 0 | 0 | 134 | 0 | 0 | 22 | 720 | 70 | 430 | 452 | 27 |
| Grp Sat Flow(s),veh/h/ln | 1357 | - 0 | 0 | 1219 | 0 | 1356 | 1524 | 1600 | 1356 | 1478 | 1600 | 1328 |
| Q Serve(g_s), s | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 38.8 | 2.6 | 14.9 | 12.3 | 0.7 |
| Cycle Q Clear(g_c), s | 12.0 | 0.0 | 0.0 | 11.7 | 0.0 | 0.0 | 1.5 | 38.8 | 2.6 | 14.9 | 12.3 | 0.7 |
| Prop In Lane | 0.35 | | 0.07 | 0.44 | 6=60 = 3 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 230 | 0 | . 0 | 215 | 0 | | 41 | 885 | 750 | 528 | 1128 | 936 |
| V/C Ratio(X) | 0.68 | 0.00 | 0.00 | 0.62 | 0.00 | | 0.53 | 0.81 | 0.09 | 0.81 | 0.40 | 0.03 |
| Avail Cap(c_a), veh/h | 453 | 0 | 0 | 432 | 0 | 4.00 | 222 | 934 | 791 | 988 | 1128 | 936 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 43.2 | 0.0 | 0.0 | 42.9 | 0.0 | 0.0 | 51.0 | 19.3 | 11.2 | 41.9 | 6.5 | 4.7 |
| Incr Delay (d2), s/veh | 2.6 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 7.6 | 5.7 | 0.1 | 2.3 | 0.3 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.6 | 13.4 | 0.7 | 5.3 | 3,1 | 0.1 |
| Unsig. Movement Delay, s/vel EnGrp Delay(d),s/veh | 45.8 | 0.0 | 0.0 | 45.9 | 0.0 | 0.0 | 58.6 | 24.9 | 11.3 | 44.3 | 6.8 | 4.7 |
| LnGrp LOS | - 4 9.0 D | 0.0 A | 0.0 A | 40,9 D | 0.0 A | U,U | 20.0 E | 24.9 C | . 11.3 B | 44.9 D | -5550000000000000000000000000000000000 | \$5555665505E6475 |
| | U | 156 | A . | U | | | C. | | D | U | A | <u>A</u> |
| Approach Vol, veh/h | | 25430000004400000004 | | | 134 | | | 812 | | | 909 | |
| Approach Delay, s/veh Approach LOS | | 45.8 D | | | 45.9 | | | 24.7 C | | | 24.4 C | |
| Apploacii LOS | | ע | | | D | | | U | | | U | |
| Timer - Assigned Phs | 1 | 2 | | 4 | - 5 | 6 | 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | - 8 | | 10 | | |
| Phs Duration (G+Y+Rc), s | 6.9 | 78.9 | | 20.5 | 23.0 | 62.8 | | 20.5 | | | | |
| Change Period (Y+Rc), s | 4.5 | 6.0 | | 6.0 | 4.5 | 6.0 | | 6.0 | | | | |
| Max Green Setting (Gmax), s | 15.0 | 60.0 | | 31.0 | 35.0 | 60.0 | | 31.0 | | | | |
| Max Q Clear Time (g_c+l1), s | 3.5 | 14.3 | | 13.7 | 16.9 | 40.8 | | 14.0 | | | | THE PROPERTY OF |
| Green Ext Time (p_c), s | 0.0 | 18.9 | | 0.5 | 1.6 | 15.9 | | 0.4 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 27.6 | | | | | alling the | 1 | | | |
| HCM 6th LOS | | | Z1.0 C | | | | | | | | | |
| 1.011 011 600 | | | Ų | | | | | | | | | |

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

| Intersection Int Delay, s/veh | 2.6 | | | | | | - 1 | | | | | | 900 | | |
|--------------------------------------|---------------|---------------|--------------|--|--------------|-----------------------|---|-----------------|--------------------------|--------------|--|------|-------------------|--|--|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | | | |
| Lane Configurations | | ↔ | | en e | 4 | | ሻ | 4 | 2000 | ሻ | ↑ | 7* | | | |
| Traffic Vol, veh/h | 20 | 5 | 35 | 5 | 5 | 10 | 40 | 735 | 30 | 20 | 450 | 10 | | | |
| Future Vol, veh/h | 20 | 5 | 35 | 5 | | 10 | 40 | 735 | 30 | 20 | 450 | 10 | 200405940959976 | SCHADISTANCEMANN | PHONE HARDEN NESTERNAND |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free | | | |
| RT Channelized | • | • | None | • | • | None | • | • | None | • | • | None | | | |
| Storage Length | - | - | - | | | r (Alignot minet (Aus | 500 | | | 500 | · | 160 | | | ~144550014F5241655444654 |
| Veh in Median Storage | ,# - | 0 | - | • | 0 | • | • | 0 | • | - | 0 | • | | | |
| Grade, % | romana analas | 0 | - | - | 0 | | - | 0 | - Sideoliyesedinese | | 0 | | | ###################################### | |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | | | |
| Heavy Vehicles, % | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | | | |
| Mvmt Flow | 23 | 6 | 40 | - 6 | 6 | 11 | 45 | 835 | 34 | 23 | 511 | 11 | | | |
| | | | | | | | | | | | | | | | |
| | Minor2 | | | Vinor1 | | | Major1 | W _L | | vlajor2 | | | | | |
| Conflicting Flow All | 1508 | 1516 | 511 | 1528 | 1510 | 852 | 522 | 0 | 0 | 869 | 0 | 0 | | | |
| Stage 1 | 557 | 557 | • | | 942 | • | ,, | • | | - | | • | | | |
| Stage 2 | 951 | 959 | • | 586 | 568 | - | - | • Verkensker | <u>.</u> | - | - | - | \$660456036538403 | | 045480190149511961 |
| Critical Hdwy | 7.19 | 6.59 | 6.29 | 7.19 | 6.59 | 6.29 | 4.19 | • | • | 4.19 | • | • | | | |
| Critical Hdwy Stg 1 | 6.19 | 5.59 | | 6.19 | 5.59 | Constraint (| | | | - | <u>.</u> Erokskinski | - | | 2010 3000 1000 | |
| Critical Hdwy Stg 2 | 6.19 | 5.59 4.081 | 2 204 | 6.19 | 5.59 | 2 204 | 2.281 | | | 2 204 | | • | | | |
| Follow-up Hdwy Pot Cap-1 Maneuver | 3.581 96 | 115 | 3.381 549 | 3.581 92 | 4.081 | 3.381 | 1010 | - | • | 2.281 746 | - | - | | | |
| Stage 1 | 502 | 501 | J40 - | 307 | 332 | . J43 | 1010 | | | 170 | - | - | | | |
| Stage 2 | 303 | 326 | - | 484 | 495 | | | | | - | - | | | | |
| Platoon blocked, % | | | | | | | | | | | | | | | |
| Mov Cap-1 Maneuver | 84 | 106 | 549 | 77 | 107 | 349 | 1010 | | | 746 | _ | • | | | |
| Mov Cap-2 Maneuver | 84 | 106 | - | 77 | 107 | _ | _ | - | _ | • | - The state of the | - | | | · |
| Stage 1 | 479 | 485 | | 293 | 317 | - | • | - | - | - | = | • | | | |
| Stage 2 | 275 | 311 | | 430 | 480 | - | - | - | - | - | - | - | | and trems and completion | macci ammini coccini amacini ci i comini |
| | | | | | | | | | | | | | | | |
| Approach | EB | | | WB | | 46 | NB | | | SB | | | | | |
| HCM Control Delay, s | 39 | | | 34.9 | | | 0.4 | | | 0.4 | | | | | |
| HCM LOS | E | | | D | 453(534)53 | | | | | | | | | | |
| | - | | | - | | | | | | | | | | | |
| | | Mini | MAT | KIOD | Proj Lati | 6001.24 | on! | COT | oon | | | | | | |
| Minor Lane/Major Mym | II. | NBL | NBT | NON | EBLniv | | SBL | SBT | SBR | | | | | | |
| Capacity (veh/h) HCM Lane V/C Ratio | | 1010 0.045 | - - | • | 172 0.396 | 143 | 746 0.03 | • | • | | | | | | |
| HCM Control Delay (s) | | 8.7 | - | 95065554910101654565 | 39 | 34.9 | 10 | - | - | | | | | | |
| HCM Lane LOS | | A | | | E | эн.э D | A | | | | | | | | |
| HCM 95th %tile Q(veh | | 0.1 | | | 1.7 | 0.5 | 0.1 | | Course on manual armound | | | | | | |
| | | | | | | | 801000000000000000000000000000000000000 | | | | | | | | |

| | <u> </u> | | * | * | ← | 4 | 1 | † | <i>></i> | 1 | | 1 |
|------------------------------|--------------------|---|---|---|--------------------------------|--------------------------|---|--|--------------------|---------------------------|----------|------------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ሻ | â | | ¥ | ∱- | | K | ↑ | 74 | ¥j | ↑ | 7 |
| Traffic Volume (veh/h) | 140 | 385 | 25 | 50 | 295 | 40 | 55 | 625 | 30 | 40 | 420 | 30 |
| Future Volume (veh/h) | 140 | 385 | 25 | 50 | 295 | 40 | 55 | 625 | 30 | 40 | 420 | 30 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | omitem@htsloom@mem | No | u-Commercial Schoolmen | monekrinemonom | No | | | No | | 2014/15mm-15mm-15m2 | No | eaveou-komov |
| Adj Sat Flow, veh/h/ln | 1614 | 1614 | 1614 | 1614 | 1614 | 1614 | 1614 | 1614 | 1614 | 1614 | 1614 | 1614 |
| Adj Flow Rate, veh/h | 152 | 418 | 27 | 54 | 321 | 43 | 60 | 679 | 33 | 43 | 457 | 33 |
| 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, % | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Cap, veh/h | 178 | 489 | 32 | 68 | 354 | 47 | 75 | 759 | 643 | 53 | 736 | 624 |
| Arrive On Green | 0.12 | 0.33 | 0.32 | 0.04 | 0.25 | 0.24 | 0.05 | 0.47 | 0.47 | 0.03 | 0.46 | 0.46 |
| Sat Flow, veh/h | 1537 | 1499 | 97 | 1537 | 1393 | 187 | 1537 | 1614 | 1367 | 1537 | 1614 | 1367 |
| Grp Volume(v), veh/h | 152 | 0 | 445 | 54 | 0 | 364 | 60 | 679 | 33 | 43 | 457 | 33 |
| Grp Sat Flow(s),veh/h/ln | 1537 | 0 | 1596 | 1537 | 0 | 1580 | 1537 | 1614 | 1367 | 1537 | 1614 | 1367 |
| Q Serve(g_s), s | 12.4 | 0.0 | 33.3 | 4.4 | 0.0 | 28.5 | 4.9 | 49.1 | 1.7 | 3.6 | 27.4 | 1.7 |
| Cycle Q Clear(g_c), s | 12.4 | 0.0 | 33.3 | 4.4 | 0.0 | 28.5 | 4.9 | 49.1 | 1.7 | 3,6 | 27.4 | 1.7 |
| Prop In Lane | 1.00 | 02,440000000000000000000000000000000000 | 0.06 | 1.00 | ****************************** | 0.12 | 1.00 | | 1.00 | 1.00 | 0-0-0 | 1.00 |
| Lane Grp Cap(c), veh/h | 178 | 0 | 520 | 68 | 0 | 402 | 75 | 759 | 643 | 53 | 736 | 624 |
| V/C Ratio(X) | 0.86 | 0.00 | 0.86 | 0.80 | 0.00 | 0.91 | 0.81 | 0.89 | 0.05 | 0.82 | 0.62 | 0.05 |
| Avail Cap(c_a), veh/h | 421 | 0 | 520 | 421 | 0 | 450 | 241 | 783 | 664 | 241 | 783 | 664 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 55.4 | 0.0 | 40.3 | 60.5 | 0.0 | 46.2 | 60.2 | 30.9 | 18.3 | 61.3 | 26.3 | 19.3 |
| Incr Delay (d2), s/veh | 8.5 | 0.0 | 12.9 | 14.6 | 0.0 | 19.8 | 13.8 | 12.9 | 0.0 | 19.8 | 1.7 | 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(50%),veh/ln | 5.0 | 0.0 | 14.2 | 2.0 | 0.0 | 13.1 | 2.1 | 20.1 | 0.5 | 1.6 | 10.1 | 0.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | :::::::::::::::::::::::::::::::::::::: | | | | 5049990000224 <u>0</u> 05699 |
| LnGrp Delay(d),s/veh | 64.0 | 0.0 | 53.2 | 75.1 | 0.0 | 66.0 | 74.0 | 43.8 | 18.4 | 81.1 | 28.0 | 19.4 |
| LnGrp LOS | E | A | D | E | Α | E | E | D | В | F | С | В |
| Approach Vol, veh/h | | 597 | | | 418 | | | 772 | | | 533 | |
| Approach Delay, s/veh | | 55.9 | | | 67.2 | ::5030c::50c::5c::5c::co | | 45.1 | naam-(soolomanooma | -55404000000-0-0-0-0-0-0- | 31.8 | D00/000m530m50mm1 |
| Approach LOS | | E | | | E | | | D | | | С | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 10.2 | 62.3 | 18.8 | 36,5 | 8.4 | 64.1 | 9.6 | 45.6 | | | | |
| Change Period (Y+Rc), s | 4.0 | 6.0 | 4.0 | * 5.4 | 4.0 | 6.0 | 4.0 | * 5.4 | | | | |
| Max Green Setting (Gmax), s | 20.0 | 60.0 | 35.0 | * 35 | 20.0 | 60.0 | 35.0 | * 35 | | | | |
| Max Q Clear Time (g_c+l1), s | 6.9 | 29.4 | 14.4 | 30.5 | 5.6 | 51.1 | 6.4 | 35.3 | | | | |
| Green Ext Time (p_c), s | 0.1 | 12.8 | 0.4 | 0.6 | 0.0 | 7.0 | 0.1 | 0.0 | | | | |
| | | | | | | | | | | | | |
| Intersection Summary | | | 40.0 | | | | 9.0 | - 10 AV | | | | |
| HCM 6th Ctrl Delay | | | 48.8 | | | | | | | | | |
| HCM 6th LOS | | | D | | | | | | | | | |
| | | | VERNAGO ESTA CONTRACA DE LA CONTRACA | SOME STATE OF THE | | | 200000000000000000000000000000000000000 | 1015455720103301505050505050 | | | 0 | |

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

| Intersection Int Delay, s/veh | 0.3 | | | | | | | | |
|--|-------------------|---------------------------------------|--|------------------------------|------------------------|---------------------------------|--------------------|--------------|--|
| Movement Lane Configurations | EBL W | EBR NBL | NBT SBT 4 भि | SBR | | | 0.5 | il. | |
| Traffic Vol, veh/h Future Vol, veh/h | 5 5 | 0 5 0 5 | 205 60 205 60 | 5 | | | | | |
| Conflicting Peds, #/hr Sign Control | 0 Stop | 0 0 | 0 0 Free Free | 0 | | | | | |
| RT Channelized Storage Length | 0.0p - 0 | | BILL DO STATE OF THE STATE OF T | None | | | | | |
| Veh in Median Storage Grade, % | | | 0 0 | • | | | | | |
| Peak Hour Factor Heavy Vehicles, % | 87 0 | 87 87 0 2 | 87 87 2 7 | 87 | | | | | |
| Mymt Flow | 6 | 0 6 | 236 69 | 6 | | | | | |
| | Minor2 | Major1 | Major2 | | 6 6 | | West of the second | | |
| Conflicting Flow All Stage 1 | 320 72 | 72 75 - | 0 - | | | | | | |
| Stage 2 Critical Hdwy Critical Hdwy Star 1 | 248 6.4 5.4 | 6.2 4.12 | | | | | | | |
| Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy | 5.4 5.4 3.5 | 3.3 2.218 | | | | | | | |
| Pot Cap-1 Maneuver Stage 1 | 678 956 | 996 1524 | | | | 67/61 ⁰⁰ 1006 No. 21 | | | |
| Stage 2 Platoon blocked, % | 798 | | | • | | | | | |
| Mov Cap-1 Maneuver Mov Cap-2 Maneuver | 675 675 | 996 1524 | • | • | | | | | |
| Stage 1 Stage 2 | 951 798 | * * * * * * * * * * * * * * * * * * * | | | | | | | |
| | | ateria e approve se estada | | | | | | | |
| Approach HGM Control Delay, s | 10.4 | NB 0.2 | SE 0 | | o ing sarah yang sarah | | | | |
| HCM LOS | В | | | | | | | | |
| Minor Lane/Major Mvm Capacily (veh/h) | nt . | NBL NBTE | BLn1 SBT 675 - | SBR | | | | West charges | |
| HCM Lane V/C Ratio HCM Control Delay (s) | | 0.004 - 0 7.4 0 |).009 - 1 0.4 - | SINKNOSTAINGSKANGSBAKIGISHOF | | | | | |
| HCM Lane LOS HCM 95th %tile Q(veh |) | A A 0 - | B - | bennámi kleknomák alegála | | | | | |
| | | | | | | | | | |

| | _\$ | | * | * | 4 | 4 | 4 | † | <i>></i> | 1 | ↓ | 4 |
|--|---|-------------------|-----------------------|------|--------------------------|---|-------------------------------|--|--------------------------|----------------------------------|----------------|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ሻ | ^ } | | J. | ₽ | | ¥ | ħ | | N, | ₽ | |
| Traffic Volume (veh/h) | 10 | 770 | 65 | 10 | 585 | 115 | 60 | 45 | 35 | 185 | 60 | 30 |
| Future Volume (veh/h) | 10 | 770 | 65 | 10 | 585 | 115 | 60 | 45 | 35 | 185 | 60 | 30 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.98 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | *************************************** | No | | | No | Canifornia or manifold and a section of the | 1,000001451000004044004421400 | No | | notor senare e construe senerale | No | *************************************** |
| Adj Sat Flow, veh/h/ln | 1709 | 1709 | 1709 | 1709 | 1709 | 1709 | 1709 | 1709 | 1709 | 1709 | 1709 | 1709 |
| Adj Flow Rate, veh/h | 11 | 846 | 71 | 11 | 643 | 126 | 66 | 49 | 38 | 203 | 66 | 33 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, % | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Cap, veh/h | 328 | 1901 | 160 | 409 | 870 | 170 | 264 | 82 | 63 | 282 | 138 | 69 |
| Arrive On Green | 0.03 | 0.63 | 0.61 | 0.03 | 0.63 | 0.61 | 0.07 | 0.09 | 0.07 | 0.10 | 0.13 | 0.11 |
| Sat Flow, veh/h | 1628 | 3032 | 254 | 1628 | 1388 | 272 | 1628 | 886 | 687 | 1628 | 1075 | 537 |
| Grp Volume(v), veh/h | 11 | 453 | 464 | 11 | 0 | 769 | 66 | 0 | 87 | 203 | 0 | 99 |
| Grp Sat Flow(s), veh/h/ln | 1628 | 1624 | 1663 | 1628 | 0 | 1660 | 1628 | 0 | 1573 | 1628 | 0 | 1612 |
| Q Serve(g_s), s | 0.3 | 15.6 | 15.7 | 0.3 | 0,0 | 35.0 | 3.9 | 0.0 | 5.8 | 11.0 | 0.0 | 6.2 |
| Cycle Q Clear(g_c), s | 0.3 | 15.6 | 15.7 | 0.3 | 0.0 | 35.0 | 3.9 | 0.0 | 5.8 | 11.0 | 0.0 | 6.2 |
| Prop In Lane | 1.00 | 19.9 | 0.15 | 1.00 | y.y | 0.16 | 1.00 | 0.0 | 0.44 | 1.00 | | 0.33 |
| Lane Grp Cap(c), veh/h | 328 | 1018 | 1043 | 409 | 0 | 1040 | 264 | 0 | 145 | 282 | 0 | 207 |
| V/C Ratio(X) | 0.03 | 0.45 | 0.45 | 0.03 | 0.00 | 0.74 | 0.25 | 0.00 | 0.60 | 202 0.72 | 0.00 | 0.48 |
| Avail Cap(c_a), veh/h | 398 | 1171 | 1199 | 478 | 0.00 | 1197 | 324 | industrial and a second section of section | 378 | 282 | 0.00 | v.40 388 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 324 1.00 | 0 1.00 | 1.00 | 202 1.00 | 1.00 | |
| and the second s | | | | | | | | | | | | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 12.1 | 10.4 | 10.5 | 7.5 | 0.0 | 14.2 | 40.0 | 0.0 | 47.6 | 39.4 | 0.0 | 44.1 |
| Incr Delay (d2), s/veh | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 4.7 | 0.4 | 0.0 | 2.9 | 8.1 | 0.0 | 1.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/In | 0.1 | 5.1 | 5.3 | 0.1 | 0.0 | 12.4 | 1.5 | 0.0 | 2.3 | 5.2 | 0.0 | 2.5 |
| Unsig. Movement Delay, s/ve | | mmmemouy@mmdgmode | omoskankderv4dildanom | | nderktervukerbetermenden | 00000000000000000000000000000000000000 | ramikamokranoverstva | popuradianosanivonos | propagation (compagation | monaccolovidalouiomeco | necommonSmemer | minospororiospororios |
| LnGrp Delay(d),s/veh | 12.1 | 11.4 | 11.5 | 7.5 | 0.0 | 18.9 | 40.4 | 0.0 | 50.6 | 47.5 | 0.0 | 45.4 |
| LnGrp LOS | В | В | В | A | A | В | D | A | D | D | Α | D |
| Approach Vol, veh/h | | 928 | | | 780 | | | 153 | | | 302 | |
| Approach Delay, s/veh | | 11.5 | | | 18.7 | | | 46.2 | | | 46.8 | |
| Approach LOS | | В | | | В | | | D | | | D | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 11.1 | 17.9 | 7.4 | 71.8 | 15.0 | 14.0 | 7.4 | 71.8 | | | 1000 | |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | | | |
| Max Green Setting (Gmax), s | | 24.0 | 6.0 | 76.0 | 9.0 | 24.0 | 6.0 | 76.0 | | | | |
| Max Q Clear Time (g_c+l1), | | 8.2 | 2.3 | 37.0 | 13.0 | 24.0 7.8 | 2.3 | 17.7 | | | | |
| Green Ext Time (p_c), s | 0.0 | 0.2 | 2.3 0.0 | 28.8 | 0.0 | 0.2 | 0.0 | 37.8 | | | | |
| arean exerting (h_a)' a | U.U | U.Z | 0.0 | 20.0 | U,U | U.L | v.v | 0.10 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 21.5 | | | | | | 8.3 | | | |
| HCM 6th LOS | e e como de estado entre de la Carlo | | С | | | | | | | | | www.com/2000000000000000000000000000000000000 |
| | | | | | | | | | | | | |

HCM 6th TWSC 2: Airport Road & Keil Road

| Intersection Int Delay, s/veh | 2.3 | | | 100 - | | | |
|---|---|--|--|---|--|-----|---|
| Movement | EBL EBR | | SBT SBR | | | | |
| Lane Configurations Traffic Vol, veh/h | Y 30 30 | | 1) 160 15 | | | | |
| Future Vol, veh/h Conflicting Peds, #/hr | 30 30 0 0 | 0 0 | | | | | |
| Sign Control RT Channelized | Stop Stop - None | | Free Free - None | | | | |
| Storage Length Veh in Median Storage | 0 - 4 0 + | - 0 | 0 + | | | | |
| Grade, % Peak Hour Factor | 0 - 75 75 | • | 0 - 75 75 | | | | |
| Heavy Vehicles, % Mvmt Flow | 4 4 40 40 | | 2 2 213 20 | | TO STATE OF THE ST | | |
| raretat likita i i läätää kä kii kii kii kiitaa käämyttäämä kä läätä käistä käi | en eller til de 1900 ble 1900 og 1900 | | t en transport de la primeira de la companya de la | | | | |
| Major/Minor N Conflicting Flow All | finor 2 336 223 | | Major2 - 0 | and the second | | | |
| Stage 1 | pessessemblessessessessessesses |) 233 U • • • | - V | | | | - |
| Stage 2 | 113 | | | | 305-09 - 45-046-746-790-6 | | |
| Critical Hdwy | 6.44 6.24 | 4.16 - | | | | | |
| Critical Hdwy Stg 1 | 5.44 · 5.44 | | | | | | |
| Critical Hdwy Stg 2 Follow-up Hdwy | | · 3 2.254 - | | | | | |
| Pot Cap-1 Maneuver | 655 812 | | | | | | |
| Stage 1 | 809 | | | | | | |
| Stage 2 Platoon blocked, % | 907 | | | | | | |
| Mov Cap-1 Maneuver | 648 812 | - 2 1311 - | | | | | |
| Mov Cap-2 Maneuver | 648 | | | ISBN 1755 MISBN 1865 THE CASE | | | |
| Stage 1 | 801 | | | | | | |
| Stage 2 | 907 | | | | | | |
| Approach | EB | NB | SB | | | 9). | |
| HCM Control Delay, s | 10.6 | - 1 | 0 | | | | |
| HCM LOS | В | | | | | | |
| | | | | | | | |
| Minor Lane/Major Mvm Capacity (veh/h) | 1 NBI 1311 | | | | | | |
| HCM Lane V/C Ratio | 0.01 0.01 | T0000000000000000000000000000000000000 | | | | | |
| HCM Control Delay (s) | | 3 0 10.6 | | | | | |
| HCM Lane LOS | Α. | | | | | | |
| HCM 95th %tile Q(veh) | (|) - 0,4 | • | | | | |

| Intersection | | | | | | 906 - 12 - 12 - 12 - 12 - 12 - 12 - 12 - 1 | |
|---|---------------------|---|-----------------------|-----------|--|--|---|
| Int Delay, s/veh | 12.6 | | | | | | |
| Movement | EBL EBT | WBT WBR | | | | | |
| Lane Configurations | 4F 4FF | \$ | k # 450 20 | | | | |
| Traffic Vol, veh/h Future Vol, veh/h | 15 455 15 455 | | 150 30 150 30 | | | | |
| Conflicting Peds, #/hr | 0 0 | 0 0 | 0 0 | | | | |
| Sign Control | Free Free | | Stop Stop | | | | |
| RT Channelized Storage Length | - None | - None | - None 0 - | | | | |
| Veh in Median Storage | ,# - 0 | 0 - | 0 - | | | | |
| Grade, % Peak Hour Factor | - 0 87 87 | - | 0 - 87 8 7 | | | | |
| Heavy Vehicles, % | 87 87 7 7 | | 87 87 2 2 | | | | |
| Mvmt Flow | 17 523 | | 172 34 | | | | |
| | | | | | | | |
| | | eliment y local lillian and a second | Minor2 | | | | W |
| Conflicting Flow All Stage 1 | 661 0 | | 1181 624 624 - | | | | |
| Stage 2 | | + + | 557 - | | | | |
| Critical Hdwy | 4.17 - | | 6.42 6.22 | | | | |
| Critical Hdwy Stg 1 Critical Hdwy Stg 2 | • | | 5.42 - 5.42 - | | | | |
| Follow-up Hdwy | 2.263 - | | 3.518 3.318 | | | | |
| Pot Cap-1 Maneuver | 904 - | | 210 485 | | | | |
| Stage 1 Stage 2 | | | 534 - 574 - | | | | |
| Platoon blocked, % | - | | 314 - | | | | |
| Mov Cap-1 Maneuver | 904 - | | 204 485 | | | | |
| Mov Cap-2 Maneuver Stage 1 | | | 204 - 520 - | | | | |
| Stage 2 | | | 574 - | | | | |
| | | | | | | | |
| Approach | EB | WB | SB | | | | |
| HCM Control Delay, s | 0.3 | 0 | 85.1 | | | | |
| HCM LOS | | | F | | | | |
| Minor Lane/Major Myn | it EBL | EBT WBT | WBR SBLn1 | | | W | |
| Capacity (veh/h) | 904 | | - 226 | NEW COLOR | | | |
| HCM Lane V/C Ratio | 0.019 | | - 0.915 | | | | |
| HCM Control Delay (s) HCM Lane LOS | | 2010/04/2010/04/2010/04/2010/04/2010/04/2010/04/2010/04/2010/04/2010/04/2010/04/2010/04/2010/04/2010/04/2010/ | - 85,1 | | | | |
| HCM 95th %tile Q(veh | A 0.1 | | - F - 7.7 | | | | |
| | | | | | | | |

4: OR 551 & Arndt Road

Short-Term (2030) PM

| | ٨ | → | * | * | 4 | 4 | * | † | <i>></i> | \ | Į. | 4 |
|--|-----------------------------------|-------------|-------------------------|--|--|------------------------|--|--|---|-------------|--|---------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | 4 | | | स | 7 | ሻ | † | 77 | 14.14 | ^ | 7 |
| Traffic Volume (veh/h) | 40 | 110 | 20 | 90 | 95 | 490 | - 5 | 395 | 50 | 700 | 665 | 55 |
| Future Volume (veh/h) | 40 | 110 | 20 | 90 | 95 | 490 | 5 | 395 | 50 | 700 | 665 | 55 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 2002/855/0220 <u>28028</u> 0000 | 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 | 1000 | No | 7000 | 1200 | No | 4000 | 1000 | No | 4000 | 7000 | No | **** |
| Adj Sat Flow, veh/h/ln | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 |
| Adj Flow Rate, veh/h Peak Hour Factor | 42 0.95 | 116 0.95 | 21 0.95 | 95 0.95 | 100 0.95 | 0 0.95 | 5 0.95 | 416 0.95 | 53 0,95 | 737 0.95 | 700 0.95 | 58 0.95 |
| Percent Heavy Veh, % | 0.93 6 | 0,95 6 | 0.90 6 | 0,93 6 | u.əə | 0. 9 3 6 | 0.90 6 | 0.90 6 | u.əa 6 | 0.93 6 | 0.93 6 | 0.95 6 |
| Cap, veh/h | 94 | 218 | 36 | 166 | 139 | U | 18 | 669 | 567 | 851 | 1111 | 941 |
| Arrive On Green | 0.18 | 0.20 | 0.18 | 0.18 | 0.20 | 0.00 | 0.01 | 0.40 | 0.40 | 0.28 | 0.67 | 0.67 |
| Sat Flow, veh/h | 243 | 1072 | 175 | 553 | 683 | 1414 | 1589 | 1668 | 1414 | 3082 | 1668 | 1414 |
| Grp Volume(v), veh/h | 179 | 0 | 0 | 195 | 0 | 0 | 5 | 416 | 53 | 737 | 700 | 58 |
| Grp Sat Flow(s), veh/h/ln | 1490 | 0 | 0 | 1236 | 0 | 1414 | 1589 | 1668 | 1414 | 1541 | 1668 | 1414 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 4.9 | 0,0 | 0.0 | 0.3 | 20.1 | 2.4 | 22.9 | 24.4 | 1.4 |
| Cycle Q Clear(g_c), s | 10.9 | 0.0 | 0.0 | 15.8 | 0.0 | 0.0 | 0.3 | 20.1 | 2.4 | 22.9 | 24.4 | 1,4 |
| Prop In Lane | 0,23 | | 0.12 | 0.49 | VARIENG FIER ZOEDA | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 318 | 0 | 0 | 280 | 0 | | 18 | 669 | 567 | 851 | 1111 | 941 |
| V/C Ratio(X) | 0.56 | 0.00 | 0.00 | 0.70 | 0.00 | | 0.28 | 0.62 | 0.09 | 0.87 | 0.63 | 0.06 |
| Avail Cap(c_a), veh/h | 506 | 0 | 0 | 455 | 0 | 710570070 | 244 | 1026 | 870 | 1085 | 1111 | 941 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1,00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 36.4 | 0.0 | 0.0 | 39.0 | 0.0 | 0.0 | 49.4 | 24.1 | 18.8 | 34.7 | 9.7 | 5.9 |
| Incr Delay (d2), s/veh | 1.2 | 0.0 | 0.0 | 3.1 | 0.0 | 0.0 | 5.9 | 1.4 | 0.1 | 5.8 | 1.3 | 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(50%),veh/ln | 4.0 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 0.1 | 7.3 | 0.7 | 8.6 | 6.9 | 0.3 |
| Unsig. Movement Delay, s/vel | | | | | | | | AF 1 | | 10 F | 4.0 | |
| LnGrp Delay(d),s/veh | 37.6 | 0.0 | 0.0 | 42.1 | 0.0 | 0.0 | 55.3 | 25.4 | 18.9 | 40.5 | 11,0 | 5.9 |
| LnGrp LOS | D | A 70 | A | D | A | | E | C | <u> </u> | D | B | A |
| Approach Vol, veh/h | | 179 | | | 195 | | | 474 | | | 1495 | |
| Approach Delay, s/veh | | 37.6 D | | | 42.1 D | | | 25.0 C | | | 25.3 C | |
| Approach LOS | | | | | U | | | U | | | | |
| Timer - Assigned Phs | - 1 | 2 | | - 4 | - 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 5.2 | 71.1 | | 24.5 | 31.8 | 44.4 | | 24.5 | | | | |
| Change Period (Y+Rc), s | 4.5 | 6.0 | | 6.0 | 4.5 | 6.0 | | 6.0 | kantoniko elektroko errettokant | | ar Villadore bres de la classición de ac | |
| Max Green Setting (Gmax), s | 15.0 | 60,0 | | 31.0 | 35.0 | 60.0 | | 31.0 | | | | |
| Max Q Clear Time (g_c+l1), s | 2.3 | 26.4 | | 17.8 | 24.9 | 22.1 | Arabida Alikaba Alikab | 12.9 | | | | agastysaystissia |
| Green Ext Time (p_c), s | 0,0 | 24.6 | | 0.7 | 2.4 | 16.4 | | 0.5 | | | | |
| Intersection Summary | | 14 M | | | | | | | | | 0.00 | |
| HCM 6th Ctrl Delay | | | 27.6 | | | | | | | | | |
| HCM 6th LOS | en gallet er vallet i Selle Selle | | C | | | | ar personal ang | | | | | |
| | MINISTRACIO NO PROPERTO NO | | semosisism=voresminisks | 00000505050000000000000000000000000000 | 00.00000000000000000000000000000000000 | | KONNIPOTA GASSIANGSI ANI | V210051000000000000000000000000000000000 | MATERIAL STATE OF THE STATE OF | | v::::::::::::::::::::::::::::::::::::: | PS-V-5-4-40-4-2-5-4-1-5-4 |

Notes

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

| Intersection | , A. | | | | | er - 11. | | a di | W | - 10 | | 200 | | 5.5 | | |
|---|----------------------|--------------|----------------|--------------|----------------|----------------|------------------|-------------------------|---|---------|-----------------|--------------------------|----------------|-----|--|-------------|
| Int Delay, s/veh | 5.3 | | | | | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | | | | |
| Lane Configurations | datawa kwa sida Mila | 4 | | | 4 | | ሻ | ቕ | 0048960500500000000000000000000000000000000 | * | ^ | 7 | voorelvoerov | | 55314500-1455544455444 | 90000004U |
| Traffic Vol, veh/h | 10 | 5 | 50 50 | 15 | 25 | 15 | 30 | 430 | 5 | 10 | 750 | 35 | | | | |
| Future Vol, veh/h Conflicting Peds, #/hr | 10 0 | 5 0 | 50 0 | 15 0 | 25 0 | 15 0 | 30 0 | 430 0 | 5 0 | 10 0 | 750 0 | 35 0 | | | | |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free | | | | |
| RT Channelized | • | | None | - | - | None | | • | None | | | chamara de españo de ena | | | | |
| Storage Length | - | - | • | - | - | - | 500 | - | • | 500 | • | 160 | 00000000000000 | | | onsomer |
| Veh in Median Storage | ·,# - | 0 | - | - | 0 | - | - | 0 | 4 | • | 0 | • | | | | |
| Grade, % Peak Hour Factor | - 09 | 0 | - 02 | - 02 | 0 | - 02 | - 00 | 0 | - 09 | - 02 | 0 | - 09 | | | | |
| Heavy Vehicles, % | 83 6 | 83 6 | 83 6 | 83 6 | 83 6 | 83 6 | - 83 6 | 83 6 | 83 6 | 83 6 | 83 6 | 83 6 | | | | |
| Mymt Flow | 12 | 6 | 60 | 18 | 30 | 18 | 36 | 518 | 6 | 12 | 904 | 42 | | | | |
| | | | | | | | | ******* | | | | | | | | |
| Major/Minor I | Miner2 | | N. | linor1 | | | Vajor1 | | ħ | /ajor2 | | | | | | |
| Conflicting Flow All | 1545 | 1524 | 904 | 1575 | 1563 | 521 | 946 | 0 | 0 | 524 | 0 | 0 | | -16 | | |
| Stage 1 | 928 | 928 | • | 593 | 593 | - | • | | - | - | - | • | | | | |
| Stage 2 | 617 | 596 | - | 982 | 970 | = | domonumonumonum | | *************************************** | | - | ************** | | | all to the total of the total o | manana ta |
| Critical Hdwy | 7.16 | 6,56 | 6.26 | 7.16 | 6.56 | 6.26 | 4.16 | • | • | 4.16 | • | - | | | | |
| Critical Hdwy Stg 1 Critical Hdwy Stg 2 | 6.16 6.16 | 5.56 5.56 | - | 6.16 6.16 | 5.56 5.56 | - | - | - | - | - | • | • | | | | |
| Follow-up Hdwy | 3.554 | | 3.354 | | 4.054 | | | - | - | 2.254 | - | • | | | | |
| Pot Cap-1 Maneuver | 91 | 116 | 330 | 87 | 109 | 548 | 709 | | • | 1023 | _ | • | | | | |
| Stage 1 | 316 | 341 | - | 485 | 487 | - | - CONTRACTOR | ::000;554V5;55:251:00;5 | - | | - - | - | | | #86080600 56556 WEST | 20050101S1 |
| Stage 2 | 471 | 486 | - | 295 | 326 | • | • | • | • | • | • | • | | | | |
| Platoon blocked, % | | 200 | Ana | A# | 400 | 610 | 700 | | | | - | - | 946569779956 | | | 22000000 |
| Mov Cap-1 Maneuver Mov Cap-2 Maneuver | 65 65 | 109 109 | 330 - | 65 65 | 102 102 | 548 - | 709 | | | 1023 | - | | | | | |
| Stage 1 | 300 | 337 | - | 460 | 462 | - | • | - | - | | - | | | | | |
| Stage 2 | 404 | 461 | - | 234 | 322 | - | - | - | - | - | - | - | | | | 900000 |
| | | | | | | | | | | | | | | | | |
| Approach | E8 | | | WB | | | NB | a - Archie | - | SB | | | | | | |
| HCM Control Delay, s | 38 | | | 79.5 | | | 0.7 | | | 0.1 | | | | | | |
| HCM LOS | Ε | | | F | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Minor Lane/Major Myn | ıt | NBL | NBT | NBRI | EBLn1V | VBLn1 | SBL | SBT | SBR | | 34 | | | | | |
| Capacity (veh/h) | | 709 | - | • | 185 | 109 | 1023 | • | | | | | | | | |
| HCM Lane V/C Ratio | | 0.051 | | | 0.423 | | | - | | | | | | | | 100120010 |
| HCM Control Delay (s) HCM Lane LOS | | 10.3 | . · | • | 38 | 79.5 | 8.6 ^ | • | , i i i i i i i i i i i i i i i i i i i | | | | | | | |
| HCM 95th %tile Q(veh | ı | B 0.2 | • | - | E 1.9 | F 3 | A 0 | <u>-</u> | | | | | | | | |
| vizavoni salio alsoni | | U. E | | | 1.5 | | | | | | | | | | | |

6: OR 551 & Ehlen Road

| | <u></u> | - | * | • | - | 1 | 4 | † | ~ | / | ↓ | 4 |
|--|--------------|------------|--------------|-------------|------------|---------------------------------------|----------------------------|--|---|-------------|--|--|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ሻ | 1> | | ሻ | 1> | | ሻ | | 7 | ሻ | ^ | 74 |
| Traffic Volume (veh/h) | 75 | 350 | 25 | 90 | 430 | 30 | 40 | 360 | 25 | 110 | 650 | 55 |
| Future Volume (veh/h) | 75 | 350 | 25 | 90 | 430 | 30 | 40 | 360 | 25 | 110 | 650 | 55 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.98 | 1.00 | | 0.98 | 1.00 | | 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 | tilikasi kantinasi kitatan para katan | | No | | | No | - Santiforni (10 met |
| Adj Sat Flow, veh/h/ln | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 |
| Adj Flow Rate, veh/h | 83 | 389 | 28 | 100 | 478 | 33 | 44 | 400 | 28 | 122 | 722 | 61 |
| Peak Hour Factor | 0.90 | 0,90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 6 | 6 | 6 | 6 | . 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 |
| Cap, veh/h | 104 | 426 | 31 | 124 | 447 | 31 | 55 | 710 | 602 | 145 | 805 | 682 |
| Arrive On Green | 0.07 | 0.28 | 0.27 | 0.08 | 0.29 | 0.28 | 0.03 | 0.43 | 0.43 | 0.09 | 0.48 | 0.48 |
| Sat Flow, veh/h | 1589 | 1535 | 110 | 1589 | 1540 | 106 | 1589 | 1668 | 1414 | 1589 | 1668 | 1414 |
| Grp Volume(v), veh/h | 83 | 0 | 417 | 100 | 0 | 511 | 44 | 400 | 28 | 122 | 722 | 61 |
| Grp Sat Flow(s),veh/h/ln | 1589 | 0 | 1645 | 1589 | 0 | 1646 | 1589 | 1668 | 1414 | 1589 | 1668 | 1414 |
| Q Serve(g_s), s | 6.5 | 0.0 | 30.7 | 7.8 | 0.0 | 36.4 | 3.4 | 22.7 | 1.5 | 9.5 | 49.5 | 2.9 |
| Cycle Q Clear(g_c), s | 6.5 | 0.0 | 30.7 | 7.8 | 0.0 | 36.4 | 3.4 | 22.7 | 1.5 | 9,5 | 49.5 | 2.9 |
| Prop In Lane | 1.00 | | 0.07 | 1.00 | | 0.06 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 104 | 0 | 457 | 124 | 0 | 478 | 55 | 710 | 602 | 145 | 805 | 682 |
| V/C Ratio(X) | 08.0 | 0.00 | 0.91 | 0.81 | 0.00 | 1.07 | 0.80 | 0.56 | 0.05 | 0.84 | 0.90 | 0.09 |
| Avail Cap(c_a), veh/h | 443 | 4.00 | 478 | 443 | 100 | 478 | 253 | 825 | 699 | 253 | 825 | 699 |
| 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 | 1.00 |
| Upstream Filter(I) | | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 57.8 10.0 | 0.0 0.0 | 43.8 21.0 | 56.9 9.0 | 0.0 0.0 | 44.5 61.0 | 60.1 17.9 | 27.2 1.0 | 21.1 0.0 | 56.1 9.4 | 29.6 12.7 | 17.6 |
| Incr Delay (d2), s/veh Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9,4 0.0 | 12.7 0.0 | 0.1 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.8 | 0.0 | 14.5 | 3.4 | 0.0 | 22.4 | 1.6 | 8.6 | 0.0 | 4.0 | 20.7 | 0.0 |
| Unsig. Movement Delay, s/vel | | 0.0 | 14.0 | 0.4 | 0,0 | 24.4 | 1.0 | 0,0 | U,U | 4.0 | 20.1 | U. 9 |
| LnGrp Delay(d),s/veh | 67.8 | 0.0 | 64.9 | 65.9 | 0.0 | 105.5 | 78.1 | 28.2 | 21.1 | 65.5 | 42.3 | 17.6 |
| LnGrp LOS | 67.0 E | A A | U4.3 E | - 00.3 E | A A | 100.5 F | 10.1 E | 20,2 C | - 21.1 C | UU.U E | чz.э D | в В |
| Approach Vol. veh/h | <u> </u> | 500 | | | 611 | | | 472 | 0 | L | 905 | |
| Approach Delay, s/veh | | 65.3 | | | 99.0 | | | 32.4 | | | 43.8 | |
| Approach LOS | | 03.5 E | | | 33.0 F | | | 52.4 C | | | 40.0 D | } |
| - 17 A Committee of the | | | | | | | | | | | | |
| Timer - Assigned Phs | . 1 | 2 | 3 | - 4 | - 5 | - 6 | 7 | - 8 | | | | |
| Phs Duration (G+Y+Rc), s | 8.3 | 64.5 | 12.2 | 40.4 | 15.4 | 57.4 | 13.8 | 38.8 | | | | |
| Change Period (Y+Rc), s | 4.0 | 6.0 | 4.0 | * 5.4 | 4.0 | 6.0 | 4.0 | * 5.4 | | | na ta ta a sa | |
| Max Green Setting (Gmax), s | | 60.0 | 35.0 | * 35 | 20,0 | 60.0 | 35.0 | * 35 | | | | |
| Max Q Clear Time (g_c+l1), s | | 51.5 | 8.5 | 38.4 | 11.5 | 24.7 | 9.8 | 32.7 | ANN AND AND AND AND AND AND AND AND AND | | | ************************************** |
| Green Ext Time (p_c), s | 0.1 | 6.9 | 0.2 | 0.0 | 0.1 | 11.8 | 0.3 | 0.4 | | | | |
| Intersection Summary | | | | | | | 4. | | | | | |
| HCM 6th Ctrl Delay | | | 59.5 | | 0.00 | | | - Marie - Mari | | | | |
| HCM 6th LOS | | | E | | | | | | | | | se0000011856A |
| | | | | | | | West and the second second | | | | | |

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

| intersection | | - 40 - 10 - 10 - 10 - 10 - 10 - 10 - 10 | | | | |
|--|--|---|---|--|-----------------------|--|
| Int Delay, s/veh | 0.6 | | | | | |
| Movement | | BR NBL NB | 4111MID411MID51111000001110000000000000000000000000 | ł | | Company of the second s |
| Lane Configurations Traffic Vol., veh/h | Y 5 | 5 10 8 | | . | | |
| Future Vol, veh/h | 5 5 | 5 10 8 | | | | |
| Conflicting Peds, #/hr | 0 | 0 0 | 0 0 |) | | |
| Sign Control RT Channelized | | top Free Fre | | | | |
| Storage Length | - No 0 | ine - Non | | | | |
| Veh in Median Storage | | | 0 0 | | | |
| Grade, % | 0 | | 0 0 - | | | |
| Peak Hour Factor Heavy Vehicles, % | 70 3 | 70 70 7 3 3 | 0 70 70 3 3 3 | -2019-2017-201-2016-2016-2017-2017-2 | | |
| Mymt Flow | 7 | 7 14 12 | | | | |
| | | | | | | |
| | Міпот2 | Major1 | Major2 | Text to the same | and the second second | |
| Conflicting Flow All | 396 2 247 | | 0 - 0 | | | |
| Stage 1 Stage 2 | 247 149 | | | • in | | |
| Critical Hdwy | 6.43 6. | 23 4.13 | | • | | |
| Critical Hdwy Stg 1 | 5.43 | | | - | | |
| Critical Hdwy Stg 2 Follow-up Hdwy | 5.43 3.527 3.3 | 127 2 227 | | | | |
| Pot Cap-1 Maneuver | | 89 1310 | 012-0-0-10-00 | | | |
| Stage 1 | 792 | - | • | | | |
| Stage 2 Platoon blocked, % | 876 | • 100 | | - | | |
| Mov Cap-1 Maneuver | 600 7 | 89 1310 | | • | | |
| Mov Cap-2 Maneuver | 600 | - | • | • | | |
| Stage 1 Stage 2 | 783 876 | • • | • 5 50 • 5 5 6 | • | | |
| Olage 2 | 010 | | | | | |
| Approach | EB | NB | S 8 | | | Committee Commit |
| HCM Control Delay, s | 20-110-0-1-0-1-0-1-0-1-0-1-0-1-0-1-0-1-0 | 0.8 | 0 | | | |
| HCM LOS | В | | | | | |
| | | | | | | |
| Minor Lane/Major Mvn Capacity (veh/h) | | BL NBTEBLn 10 - 68 | | delanario del mante del composito del compos | | |
| HCM Lane V/C Ratio | ા 0.0 | | | - | | |
| HCM Control Delay (s) | | 7,8 0 10. | 4 | | | |
| HCM Lane LOS | . | | 3 | | | |
| HCM 95th %tile Q(veh | 1 | 0 + 0. | 1 | • | | |

SECTION 9: HCM REPORTS - SHORT-TERM 2030 BUILD AM AND PM

| | ۶ | → | • | • | 4 | 4 | 4 | † | <i>></i> | \ | | 1 |
|--|------|----------|------|------|----------|-------|------|------|-------------|----------|--------------|-------------|
| Movement | EBL | E8T | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | 14 | ^ | | ሻ | (| | ሻ | 1> | | ሻ | 1> | |
| Traffic Volume (veh/h) | 25 | 470 | 108 | 45 | 700 | 315 | 73 | 111 | 14 | 70 | 38 | 10 |
| Future Volume (veh/h) | 25 | 470 | 108 | 45 | 700 | 315 | 73 | 111 | 14 | 70 | 38 | 10 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 0.98 | 1.00 | | 1.00 | 1.00 | | 0.98 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1586 | 1586 | 1586 | 1641 | 1641 | 1641 | 1723 | 1723 | 1723 | 1709 | 1709 | 1709 |
| Adj Flow Rate, veh/h | 28 | 528 | 121 | 51 | 787 | 354 | 82 | 125 | 16 | 79 | 43 | 11 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Percent Heavy Veh, % | 12 | 12 | 12 | 8 | 8 | 8 | 2 | 2 | 2 | 3 | 3 | 3 |
| Cap, veh/h | 122 | 1540 | 351 | 531 | 681 | 307 | 291 | 173 | 22 | 218 | 149 | 38 |
| Arrive On Green | 0.04 | 0.63 | 0.62 | 0.05 | 0.64 | 0.62 | 0.07 | 0.12 | 0.10 | 0.07 | 0.11 | 0.10 |
| Sat Flow, veh/h | 1511 | 2437 | 556 | 1563 | 1064 | 479 | 1641 | 1497 | 192 | 1628 | 1305 | 334 |
| Grp Volume(v), veh/h | 28 | 326 | 323 | 51 | 0 | 1141 | 82 | 0 | 141 | 79 | 0 | 54 |
| Grp Sat Flow(s),veh/h/ln | 1511 | 1507 | 1486 | 1563 | 0 | 1542 | 1641 | 0 | 1688 | 1628 | 0 | 1639 |
| Q Serve(g_s), s | 8.0 | 12.4 | 12.6 | 1.3 | 0.0 | 78.0 | 5.2 | 0.0 | 9.8 | 5.1 | 0.0 | 3.7 |
| Cycle Q Clear(g_c), s | 0.8 | 12.4 | 12.6 | 1.3 | 0.0 | 78.0 | 5.2 | 0.0 | 9.8 | 5.1 | 0.0 | 3.7 |
| Prop In Lane | 1.00 | | 0.37 | 1.00 | | 0.31 | 1.00 | | 0.11 | 1.00 | | 0.20 |
| Lane Grp Cap(c), veh/h | 122 | 952 | 939 | 531 | 0 | 988 | 291 | 0 | 196 | 218 | 0 | 187 |
| V/C Ratio(X) | 0.23 | 0.34 | 0.34 | 0.10 | 0.00 | 1.15 | 0.28 | 0.00 | 0.72 | 0.36 | 0.00 | 0.29 |
| Avail Cap(c_a), veh/h | 158 | 965 | 952 | 555 | 0 | 988 | 321 | 0 | 360 | 250 | 0 | 350 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 30.9 | 10.5 | 10.8 | 7.1 | 0.0 | 22.2 | 42.5 | 0.0 | 52.0 | 42.9 | 0.0 | 49.6 |
| Incr Delay (d2), s/veh | 0.7 | 0.7 | 0.7 | 0.1 | 0.0 | 81.3 | 0.4 | 0.0 | 3.7 | 0.8 | 0.0 | 0.6 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.5 | 3.9 | 3.9 | 0.4 | 0.0 | 46.2 | 2.1 | 0.0 | 4.2 | 2.0 | 0.0 | 1.5 |
| Unsig. Movement Delay, s/vel | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 31.6 | 11.2 | 11.5 | 7.1 | 0.0 | 103.5 | 42.9 | 0.0 | 55.7 | 43.7 | 0.0 | 50.2 |
| LnGrp LOS | С | В | В | Α | Α | F | D | A | E | D | Α | D |
| Approach Vol, veh/h | | 677 | | | 1192 | | | 223 | | | 133 | |
| Approach Delay, s/veh | | 12.2 | | | 99.4 | | | 51.0 | | | 46.3 | |
| Approach LOS | | 8 | | | F | | | D | | | D | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | - 8 | | | | |
| Phs Duration (G+Y+Rc), s | 12.8 | 17.9 | 9.1 | 82.0 | 12.6 | 18.1 | 10.1 | 81.0 | | | | |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | | | |
| Max Green Setting (Gmax), s | 9.0 | 24.0 | 6.0 | 76.0 | 9.0 | 24.0 | 6.0 | 76.0 | | | | |
| Max Q Clear Time (g_c+l1), s | 7.2 | 5.7 | 2.8 | 80.0 | 7.1 | 11.8 | 3.3 | 14.6 | | | | 20088000000 |
| Green Ext Time (p_c), s | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 26.0 | | | | |
| 5/14/2-1/14/3/14/4/14/4/14/4/14/4/14/4/14/4/14 | | • | | -117 | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 64.8 | | | | | | | | | |
| HCM 6th LOS | | | Ε | | | | | | | | | |

| Intersection Int Delay, s/veh | 1.4 | | | | | | X - X - X - X - X - X - X - X - X - X - | | | | |
|---|----------------------|-----------------|----------------------|---------------------------------|------------------------------------|---------|---|------------------------------------|-----|-----|--------|
| Movement | EBL | EBR | NBL NE | T 887 | SBR | | | y - | | | |
| Lane Configurations Traffic Vol, veh/h | Υ' 22 | 10 | 25 2 ⁴ | î î: 9 52 | | | | | | | |
| Future Vol, veh/h Conflicting Peds, #/hr | 22 0 | 10 0 | 25 24 0 | AMERICA CHICADAM CANADAM CHICAG | 21 | | | | | | |
| Sign Control | Stop | Stop | Free Fre | e Free | Free | | | | | | 62062 |
| RT Channelized Storage Length | 0 | None - | - Nor - | essent kiristeri kiristeri (es | - None | | | | | | |
| Veh in Median Storage Grade, % | ,# 0 0 | - - | • | 0 0 0 0 | CONTRACTION THE STATE OF | | | | | | |
| Peak Hour Factor Heavy Vehicles, % | 87 12 | 87 12 | 87 8 2 | 7 8 7 | | | | | | | |
| Mvmt Flow | 25 | 11 | 29 28 | | nati (aatalahah salamaataa ar mila | | | | | | |
| Major/Minor N | /linor2 | Mi | ajor1 | Majora |) | | | , as a | | 100 | |
| Conflicting Flow All | 416 | 72 | 84 | 0 . | - 0 | | Anna da | No. Property and the new Yorks and | | | |
| Stage 1 Stage 2 | 72 344 | <u>.</u> | - | • | • • • | • | | | | | |
| Gritical Hdwy Critical Hdwy Stg 1 | 6. 52 5.52 | 6.32 | 4.12 | | • • | | | | | | |
| Critical Hdwy Stg 2 | 5.52 | | • | | | | | | | | į |
| Follow-up Hdwy Pot Cap-1 Maneuver | 3.608 574 | 3,408 2 963 | 2.218 1513 | - | - | | | | | | |
| Stage 1 Stage 2 | 926 69 6 | - | - | _ | - | | | | | | 100000 |
| Platoon blocked, % | ADDIEWNSHIWHOUS | | | - | | | | | | | |
| Mov Cap-1 Maneuver Mov Cap-2 Maneuver | 561 561 | 963 - | 1513 - | - | | | | | | | |
| Stage 1 Stage 2 | 90 5 696 | - | - | • | - - | | | | | | |
| | | | | | | 150 | | | | | |
| Approach HCM Control Delay, s | E8 10.9 | | NB 0.7 | SE (| | | | 5 W. C. | 6.8 | | |
| HCM LOS | В | | | · | | | | | | | |
| | | | | | | | | | | | |
| Minor Lane/Major Mvm Capacity (veh/h) | I - | NBL 1513 | NBT EBL | | SBR | | | | | | |
| HCM Lane V/C Ratio HCM Control Delay (s) | | 0.019 | - 0.09 | | | | | | | | |
| HCM Lane LOS | | 7.4 A | 0 10 A | э В . | • • • • | | | | | | |
| HCM 95th %tile Q(veh) | | 0.1 | | | | | | | | | |

| Intersection Int Delay, s/veh | 2.3 | | 3 2 3 10 10 | | Tin State of the S | | 05 |
|--|-----------------------|---------------------------|-------------------------|------------------------|--|------------------|----|
| Movement | EBL EBT | WBT WBR | SBL SBR | | | | |
| Lane Configurations | <u> </u> |) (a) | Y | | | Suite III or see | |
| Traffic Vol, veh/h Future Vol, veh/h | 51 435 51 435 | 400 213 400 213 | 53 19 53 19 | adalas | | | |
| Conflicting Peds, #/hr | 0 0 | 0 0 | 0 0 | logija diko direkte sa | | | |
| Sign Control RT Channelized | Free Free - None | Free Free - None | Stop Stop - None | | | | |
| Storage Length | • | - none | 0 - | | | | |
| Veh in Median Storage Grade, % | ,# - 0 - 0 | 0 - | 0 - | | | | |
| Peak Hour Factor | 88 88 | 88 88 | 88 88 | | | | |
| Heavy Vehicles, % Mvmt Flow | 9 9 58 49 4 | 9 9 455 242 | 9 9 60 22 | | | | |
| MARKERION | VG 737 | 400 242 | 00 22 | | | | |
| | | | Ainor2 | | | | |
| Conflicting Flow All Stage 1 | 697 0 | - 0 | 1186 576 576 - | | | | |
| Stage 2 | | | 610 - | | | | |
| Critical Hdwy Critical Hdwy Stg 1 | 4.19 - | | 6.49 6.29 5.49 - | | | | |
| Critical Hdwy Stg 2 | | | 5.49 - 5.49 - | | | | |
| Follow-up Hdwy Pot Cap-1 Maneuver | 2.281 - 867 - | | 3.581 3.381 202 504 | | | | |
| Stage 1 | | | 202 904 549 - | | | | |
| Stage 2 Platoon blocked, % | ng a garage | | 529 - | | | | |
| Mov Cap-1 Maneuver | 867 - | | 183 504 | (a) (5) (5) (6) (5) | | | |
| Mov Cap-2 Maneuver Stage 1 | | | 183 - 498 - | | | | |
| Stage 2 | | | 529 - | | | | |
| | | | | | | | |
| Approach HCM Control Delay, s | E8 1 | WB 0 | SB 30.7 | | ON MEN TO SOME MISSING | | |
| HCM LOS | . | | D D | | | | |
| | | | | | | | |
| Minor Lane/Major Mvm Capacity (veh/h) | t EBL 867 | EBT WBT | WBR SBLm1 - 220 | | | | |
| HCM Lane V/C Ratio | 0.067 | | - 0.372 | | | | |
| HCM Control Delay (s) HCM Lane LOS | 9.4 A | 0 - A · - | - 30.7 - D | | | | |
| HCM 95th %tile Q(veh) | | | - 1.6 | | | | |
| | | | | | | | |

| | ٨ | | * | • | 4 | • | 4 | † | <i>></i> | 1 | ↓ | √ |
|---|----------------------------|--------------------|-----------------------|-------------------------------|---------------|--------------------------------|------------|-------------|---|-------------|--------------------|----------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | (Arminiminano) | 4 | | er est Nation en best Nations | 4 | ۴ | 4 | ተ | 7 | 44 | ^ | 7 |
| Traffic Volume (veh/h) | 50 | 93 | 10 | 55 | 71 | 672 | 20 | 670 | 65 | 445 | 420 | 25 |
| Future Volume (veh/h) | 50 | 93 | 10 | 55 | 71 | 672 | 20 | 670 | 65 | 445 | 420 | 25 |
| Initial Q (Qb), veh Ped-Bike Adj(A_pbT) | 0 1.00 | 0 | 0 1.00 | 0 1.00 | 0 | 0 1.00 | 0 1.00 | 0 | 0 1.00 | 0 1.00 | 0 | 0 0.98 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | 1.24 | No | 1.50 | 1.00 | No | 1.00 | 1.90 | No | | 1.00 | No | 1,00 |
| Adj Sat Flow, veh/h/ln | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adj Flow Rate, veh/h | 54 | 100 | 11 | 59 | 76 | 0 | 22 | 720 | 70 | 478 | 452 | 27 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Percent Heavy Veh, % | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 |
| Cap, veh/h | 99 | 147 | 14 | 115 | 121 | | 41 | 860 | 729 | 573 | 1127 | 936 |
| Arrive On Green | 0.14 | 0.16 | 0.14 | 0.14 | 0.16 | 0.00 | 0.03 | 0.54 | 0.54 | 0.19 | 0.70 | 0.70 |
| Sat Flow, veh/h | 351 465 | 915 | 90 | 424 | 757 | 1356 | 1524 | 1600 | 1356 | 2956 | 1600 | 1328 |
| Grp Volume(v), veh/h Grp Sat Flow(s),veh/h/ln | 165 1356 | 0 0 | 0 | 135 1182 | 0 0 | 0 1356 | 22 1524 | 720 1600 | 70 1356 | 478 1478 | 452 1600 | 27 1328 |
| Q Serve(g_s), s | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 | 41.9 | 2.8 | 17.2 | 12.9 | 0.7 |
| Cycle Q Clear(g_c), s | 13.3 | 0.0 | 0.0 | 12.6 | 0.0 | 0.0 | 1.6 | 41.9 | 2.8 | 17.2 | 12.9 | 0.7 |
| Prop In Lane | 0.33 | ••• | 0.07 | 0.44 | | 1.00 | 1.00 | 213 | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 236 | 0 | 0 | 215 | 0 | | 41 | 860 | 729 | 573 | 1127 | 936 |
| V/C Ratio(X) | 0.70 | 0.00 | 0.00 | 0.63 | 0.00 | | 0.54 | 0.84 | 0.10 | 0.83 | 0.40 | 0.03 |
| Avail Cap(c_a), veh/h | 434 | 0 | 0 | 406 | 0 | | 213 | 896 | 759 | 947 | 1127 | 936 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 44.8 | 0.0 | 0.0 | 44.4 | 0.0 | 0.0 | 53.2 | 21.5 | 12.5 | 42.9 | 6.7 | 4.9 |
| Incr Delay (d2), s/veh | 2.8 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 8.0 | 7.2 | 0.1 | 2.6 | 0.3 | 0.0 |
| Initial Q Delay(d3),s/veh %ile BackOfQ(50%),veh/ln | 0.0 4.4 | 0.0 0 .0 | 0.0 0.0 | 0.0 3.7 | 0.0 0.0 | 0.0 0.0 | 0.0 0.7 | 0.0 15.1 | 0.0 0.8 | 0.0 6.1 | 0.0 3.3 | 0.0 0.1 |
| Unsig. Movement Delay, s/ver | varabetadaskii alisabetada | 0.0 | 0.0 | 9.1 | 0.0 | V.V | U.1 | 10,1 | U.O | 0.1 | ა.ა | V. I |
| LnGrp Delay(d),s/veh | 47.6 | 0.0 | 0.0 | 47.4 | 0.0 | 0.0 | 61.3 | 28.7 | 12.6 | 45.5 | 7.1 | 4.9 |
| LnGrp LOS | D | Ā | Ā | D | A | 755 | Ë | C | В | D | Α | A |
| Approach Vol. veh/h | | 165 | | | 135 | | | 812 | | | 957 | |
| Approach Delay, s/veh | | 47.6 | | 790001220001200200200 | 47.4 | NETTO ENGLISHED HOUSE MADE SON | | 28.2 | 320 PER | | 26.2 | |
| Approach LOS | | D | | | D | | | C | | | C | |
| Timer - Assigned Phs | 1 | 2 | | 4 | - 5 | 6 | 100 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 7.0 | 82.0 | | 21,8 | 25.5 | 63.5 | | 21.8 | | | | |
| Change Period (Y+Rc), s | 4.5 | 6.0 | | 6.0 | 4.5 | 6.0 | | 6.0 | , | | | |
| Max Green Setting (Gmax), s | 15.0 | 60.0 | | 31.0 | 35.0 | 60,0 | | 31.0 | | | | |
| Max Q Clear Time (g_c+l1), s | 3.6 | 14.9 | idal Signasiya (Silah | 14.6 | 19.2 | 43.9 | | 15.3 | | | Sikususikan pupawa | Geologica (Septembra |
| Green Ext Time (p_c), s | 0.0 | 18.8 | | 0,5 | 1,8 | 13.6 | | 0.4 | | | | |
| Intersection Summary | E 196 | | | | | | 90 | | | | 12 W | |
| HCM 6th Ctrl Delay | | | 30.1 | | | | | | | | | |
| HCM 6th LOS | | | С | | | | | | | | | |

Note

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

| Intersection | | | | | | | | | | | | | | | | |
|--|---------------------|----------------------------|-------------------------|---------------------|------------------------|--------------------|------------------------|----------------|---|--------------------------|----------------|--|----------------|------------------------|---|------------|
| Int Delay, s/veh | 2.7 | - | | | | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | | | | |
| Lane Configurations | Namo Wiemow Harrens | 4 | | edevijeceponijeodov | 4 | ACDIO INCOMO NO NO | \ | þ | | T | Ť | 7 | spelesmelvems: | moment Amond saldgress | | rdirokvol |
| Traffic Vol, veh/h | 20 | 5 | 35 | 6 | 5 | 10 | 40 | 735 | 37 | 20 | 450 | 10 | | | | |
| Future Vol, veh/h | 20 0 | 5 0 | 35 0 | 6 0 | 5 0 | 10 0 | 40 0 | 735 0 | 37 0 | 20 0 | 450 0 | 10 0 | | | | |
| Conflicting Peds, #/hr Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free | | | | |
| RT Channelized | Olop - | - CiOp | None | otop • | Ciop | None | , 100 | - | None | | - | None | | | | |
| Storage Length | - | - | - E00801518-8055//25 | - | - | - | 500 | = | win-fishio-kwa-divin | 500 | 5750076500000 | 160 | | | | 5695043 |
| Veh in Median Storage | s,# - | 0 | | _ | 0 | | <u>.</u> | 0 | | | 0 | | | | | |
| Grade, % | - | 0 | - | - | 0 | | - | 0 | | - | 0 | <u>.</u> | | | | estaser. |
| Peak Hour Factor | 88 | 88 9 | 88 | 88 | 88 | 88 9 | 88 9 | 88 9 | 88 9 | 88 9 | 88 9 | 88 9 | | | | |
| Heavy Vehicles, % Mvmt Flow | 9 23 | 9 6 | 9 40 | 9 7 | 9 6 | 11 | 45 | 835 | 42 | 23 | 9 511 | 9 11 | | | | |
| MAINELION | 47 | v | 70 | r | v | 1 1 | 77 | UUU | 72 | 20 | UII | | | | | |
| Majer/Minor | Minar2 | | _ | Minor1 | - W- 70 | | Major1 | | | Major2 | | *** | | | | |
| Conflicting Flow All | 1512 | 1524 | 511 | 1532 | 1514 | 856 | 522 | 0 | 0 | 877 | 0 | 0 | | | | |
| Stage 1 | 557 | 557 | V. I | 946 | 946 | - | V2. | • | | 011 | | | | | | |
| Stage 2 | 955 | 967 | - | 586 | 568 | - | - | - | *************************************** | - | - | - | HEX. (1885) | | | 9/59/5/84 |
| Critical Hdwy | 7.19 | 6.59 | 6.29 | 7.19 | 6.59 | 6.29 | 4.19 | . 18 | | 4.19 | | | | | | |
| Critical Hdwy Stg 1 | 6.19 | 5.59 | - | 6.19 | 5.59 | - vegisaminaga | - | - | - | - | | - | -200900000000 | | | esper |
| Critical Hdwy Stg 2 | 6.19 | 5.59 | 2 204 | 6.19 | 5.59 | 2 204 | 2 204 | • | | 2 204 | * | 1 (1 (1 (1 (1 (1 (1 (1 (1 (1 (1 (1 (1 (1 | | | | |
| Follow-up Hdwy Pot Cap-1 Maneuver | 3.581 95 | 4.081 114 | 3.381 549 | 3.581 92 | 4.081 115 | 3.381 | 2.281 1010 | - | - | 2.281 741 | - | - - | | | | |
| Stage 1 | 502 | 501 | V7V - | 305 | 331 | . UT! | | • | - | - FT ! | • | | | | | |
| Stage 2 | 301 | 324 | | 484 | 495 | | • | • | | | - | - | | | | |
| Platoon blocked, % | | /ga-cas-s-s-sas-sas-cas-ca | | | 20074-520-54-500-05-0- | | 3111701340741154174111 | - | - | doment (1000001111100000 | - | - | | weter/retowatedar | *************************************** | |
| Mov Cap-1 Maneuver | 83 | 105 | 549 | 77 | 106 | 347 | 1010 | | | 741 | | | | | | |
| Mov Cap-2 Maneuver | 83 | 105 | • | 77 | 106 | - | - | - | - | | - | - | | | | |
| Stage 1 Stage 2 | 479 273 | 485 309 | • | 291 430 | 316 480 | 995 | | | | | | | | | | |
| Olaye 2 | 213 | 000 | | 400 | 400 | | | | | | | | | | | |
| A | E8 | | | WB | 4 | | NB | | | SB | | | | | | |
| Approach HCM Control Delay, s | | F 90 - 90 | | 37 | | | 0.4 | 46. B. S. | | 0,4 | | | | | | |
| HCM LOS | E | ASS. ASS. 153 | | e E | | | U. T | | | | | | | | | ASIA |
| | _ | | | L | | | | | | | | | | | | |
| Minor Lane/Major Myn | nt | NBL | NBT | NBR | EBLn1V | VBL n1 | SBL | SBT | SBR | | | | | | | |
| Capacity (veh/h) | | 1010 | | - | 170 | 136 | 741 | - | | | and the second | | | | | |
| HCM Lane V/C Ratio | | 0.045 | | - | 0.401 | | | - | - | | | | | | | Herospith. |
| HCM Control Delay (s) |) | 8.7 | Ī | Ī | 39.7 | 37 | 10 | • | • | | | | | | | |
| HCM Lane LOS | | A | | - | Ε | E | 8 | - | _ | | | | | | | GESSA4 |
| HCM 95th %tile Q(veh |) | 0.1 | | | 1.8 | 0.6 | 0.1 | - | | | | | | | | |
| | | | | | | | | | | | | | | | | |

6: OR 551 & Ehlen Road

Short-Term (2030) + Project AM

| | ۶ | → | • | • | - | | 4 | † | / | / | ļ | 4 |
|------------------------------|------|------------|--------------------------------------|-------|-------------|--|-----------------|----------|----------|----------|-----------------|-----------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | 75 | 1• | | Ą | A | | K | † | 7 | J. | ↑ | 7 |
| Traffic Volume (veh/h) | 140 | 408 | 25 | 51 | 298 | 40 | 55 | 632 | - 38 | 40 | 421 | 30 |
| Future Volume (veh/h) | 140 | 408 | 25 | 51 | 298 | 40 | 55 | 632 | 38 | 40 | 421 | 30 |
| Initial Q (Qb), yeh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1,00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1,00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1614 | 1614 | 1614 | 1614 | 1614 | 1614 | 1614 | 1614 | 1614 | 1614 | 1614 | 1614 |
| Adj Flow Rate, veh/h | 152 | 443 | 27 | 55 | 324 | 43 | 60 | 687 | 41 | 43 | 458 | 33 |
| 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, % | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Cap, veh/h | 177 | 491 | 30 | 69 | 357 | 47 | 75 | 759 | 643 | 53 | 736 | 624 |
| Arrive On Green | 0.12 | 0.33 | 0.32 | 0.04 | 0.26 | 0.24 | 0.05 | 0.47 | 0.47 | 0.03 | 0.46 | 0.46 |
| Sat Flow, veh/h | 1537 | 1505 | 92 | 1537 | 1395 | 185 | 1537 | 1614 | 1367 | 1537 | 1614 | 1367 |
| Grp Volume(v), veh/h | 152 | 0 | 470 | 55 | 0 | 367 | 60 | 687 | 41 | 43 | 458 | 33 |
| Grp Sat Flow(s),veh/h/ln | 1537 | 0 | 1597 | 1537 | 0 | 1580 | 1537 | 1614 | 1367 | 1537 | 1614 | 1367 |
| Q Serve(g_s), s | 12.5 | 0.0 | 36.2 | 4.6 | 0.0 | 29.0 | 5.0 | 50.6 | 2.1 | 3.6 | 27.8 | 1.7 |
| Cycle Q Clear(g_c), s | 12.5 | 0.0 | 36.2 | 4.6 | 0.0 | 29.0 | 5.0 | 50.6 | 2.1 | 3.6 | 27.8 | 1.7 |
| Prop In Lane | 1.00 | | 0.06 | 1.00 | | 0.12 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 177 | 0 | 521 | 69 | 0 | 404 | 75 | 759 | 643 | 53 | 736 | 624 |
| V/C Ratio(X) | 0.86 | 0.00 | 0.90 | 0.80 | 0.00 | 0.91 | 0.81 | 0.91 | 0.06 | 0.82 | 0.62 | 0.05 |
| Avail Cap(c_a), veh/h | 418 | 0 | 521 | 418 | 0 | 447 | 239 | 777 | 659 | 239 | 777 | 659 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 55.9 | 0.0 | 41.4 | 60.9 | 0.0 | 46.5 | 60.6 | 31.5 | 18.6 | 61.8 | 26.6 | 19.5 |
| Incr Delay (d2), s/veh | 8.6 | 0.0 | 18.6 | 14.4 | 0,0 | 20.6 | 13,8 | 14.3 | 0.1 | 19.8 | 1.7 | 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(50%),veh/ln | 5.1 | 0.0 | 16.1 | 2.0 | 0.0 | 13.3 | 2.2 | 20.9 | 0.6 | 1,6 | 10.2 | 0.5 |
| Unsig. Movement Delay, s/vel | | | ************************************ | | | | P. O. C. (1977) | | | | | |
| LnGrp Delay(d),s/veh | 64.5 | 0.0 | 60.0 | 75.3 | 0.0 | 67.1 | 74.5 | 45.7 | 18.7 | 81.5 | 28.3 | 19.6 |
| LnGrp LOS | E | Α | E | E | A | E | E | D | В | F | C | <u> </u> |
| Approach Vol, veh/h | | 622 | | | 422 | | | 788 | | | 534 | |
| Approach Delay, s/veh | | 61.1 | | | 68.1 | | | 46.5 | | | 32.1 | |
| Approach LOS | | E | | | Ε | | | D | | | С | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | - 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 10.2 | 62.7 | 18.9 | 36.9 | 8.4 | 64.5 | 9.8 | 46.0 | | | | |
| Change Period (Y+Rc), s | 4.0 | 6.0 | 4.0 | * 5.4 | 4.0 | 6.0 | 4.0 | * 5.4 | | | | |
| Max Green Setting (Gmax), s | 20.0 | 60.0 | 35.0 | * 35 | 20.0 | 60.0 | 35.0 | *35 | | | | |
| Max Q Clear Time (g_c+l1), s | | 29.8 | 14.5 | 31.0 | 20.0 5.6 | 52.6 | 6.6 | 38.2 | | | | |
| Green Ext Time (p_c), s | 0.1 | 12.8 | 0.4 | 0.5 | 0.0 | 6.0 | 0.0 | 0.0 | | | | |
| | U.I | | 4. 7 | | 9.9 | MAY | 9.1 | | | | | |
| Intersection Summary | | | | | | 11 | | | | 100 | | the state |
| HCM 6th Ctrl Delay | | | 50,9 | | | | | | | | | |
| HCM 6th LOS | | • | D | | | | | | | | | |
| | | - 165 year | WF - WE | | | 15 (15 (15 (15 (15 (15 (15 (15 (15 (15 (| | | | | version and and | |

Notes

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

| Intersection | | | | | | | | 10 | | | | | | |
|--|---|-------------------|----------------------|---------------------|----------------|---------------------|------------------------------|--------------------|-------|----|-----------|---------------|---|--------|
| Int Delay, s/veh | 1.1 | | | | | | | | | | | | 100 | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR | | | llia. | | | | | |
| Lane Configurations Traffic Vol. veh/h | ₩ 12 | 4 | 36 | र्स 211 | 106 106 | 50 | | | | | | | | |
| Future Vol, veh/h | 12 | 4 | 36 | 211 | 106 | 50 50 | | | | | | | | |
| Conflicting Peds, #/hr | 0 | 0 | _ 0 | _ 0 | 0 | | | | | | | | | |
| Sign Control RT Channelized | Stop | Stop None | Free | Free None | Free | colorespendence com | | | | | | | | |
| Storage Length | 0 | - | - | - | - | - | and the second second second | • | | | | | | |
| Veh in Median Storage | morpowed assessment as a | * | - | 0 | 0 | | | | | | | | | |
| Grade, % Peak Hour Factor | 0 87 | - 87 | - 87 | 0 87 | 0 87 | | | | | | | | | |
| Heavy Vehicles, % | 0 | 0 | 2 | 2 | 7 | 7. | | | | | | | | |
| Mvmt Flow | 14 | 5 | 41 | 243 | 122 | 57 | | | | | | | | |
| | M 6 | | | | | | 76 a 16 a 2 | | | | | | an and an | 688 |
| Major/Minor Conflicting Flow All | Minor2 476 | 151 | Vajor1 179 | 0 | /lajor2 - | 0 | | | | 76 | | | | |
| Stage 1 | 151 | | | - | • | | | | | | | | | |
| Stage 2 | 325 | - | | | - | - | | | | | | | | verew) |
| Critical Hdwy Critical Hdwy Stg 1 | 6.4 5.4 | 6.2 - | 4.12 | | | | | | | | | | | |
| Critical Hdwy Stg 2 | 5.4 | • | - | ш | - | ************ | | | | | | | | |
| Follow-up Hdwy | 3.5 | | 2.218 | - | - | - | | | | | | | | 5888Y |
| Pot Cap-1 Maneuver Stage 1 | 551 882 | 901 - | 1397 - | | | • | | | | | | 1. and (5. d) | | |
| Stage 2 | 737 | ā ē e | • | • | • | - | | | | | | | | |
| Platoon blocked, % Mov Cap-1 Maneuver | 532 | 901 | 1397 | - | • | - | | | | | | | | SSSS 4 |
| Mov Cap-1 Maneuver | 532 | ३ ७ । - | 1991 | | - | | 909W65E | | | | | | | |
| Stage 1 | 852 | - | • | - | • | • | | | | | | | | |
| Stage 2 | 737 | - | . | - | - | - | | | | | | | | |
| Appreach | E8 | ٠ | NB | | SB | | | | | | | | | |
| HCM Control Delay, s | 100000000000000000000000000000000000000 | le inter | 1.1 | | 0 | | 200 | | | | - Table 1 | | | |
| HCM LOS | В | versil Saleville | venetal series seems | | 60/6000000 | | asyntasylotytytytyty | | | | | | | 305501 |
| | | | | | | | | | | | | | | |
| Minor Lane/Major Mvn | nt | NBL | NBTE | | SBT | SBR | | No. of the Control | | | | | OPIN MINESURE SHIP STAN | |
| Capacity (veh/h) HCM Lane V/C Ratio | | 1397 0.03 | - 1 | 593 0.031 | • • | - | ENERGE WORKS | | | | | | | |
| HCM Control Delay (s |) | 7.7 | 0 | 11.3 | • | oboboseádyyos. | 45/Avestarchrode/Avestar | | | | | | | |
| HCM Lane LOS | | A | A | В | - | - | | | | | | | | essal |
| HCM 95th %tile Q(veh | 1 | 0.1 | _ | 0.1 | • | • | | | | | | | | |

| Intersection Int Delay, s/veh | 0.3 | | | | |
|--|-------------------------------|-------------------------|--|--|--|
| Movement | EBL E | | SBT SBR | | |
| Lane Configurations Traffic Vol, veh/h | Υ 2 | ्र 1 7 217 | 61 10 | | |
| Future Vol, veh/h Conflicting Peds, #/hr | 0 | 1 7 217 0 0 0 | 61 10 | | |
| Sign Control RT Channelized | Stop St | | Free Free - None | | |
| Storage Length Veh in Median Storage, | ******************** | 0 | 0 + | | |
| Grade, % Peak Hour Factor | DEBNIKKENDEN BYDNEFER (M7XCE) | 0 87 87 87 | 0 - 87 87 | | |
| Heavy Vehicles, % Mvmt Flow | 2 2 | 2 2 2 1 8 249 | 7 7 70 11 | | |
| Major/Minor N | Aimor2 | Major1 I | viajor2 | | |
| Conflicting Flow All | 341 | 76 81 0 | | NOO BEEN SON AND ENDER ON THE SERVICE SON AND | Makery W. W. and Company Makers Will be designed a continue for the electric control of |
| Stage 1 Stage 2 | 76 265 | | | | |
| Critical Hdwy | 6.42 6. | 22 4.12 - | 4 | | |
| Critical Hdwy Stg 1 Critical Hdwy Stg 2 | 5.42 5.42 | - | | | |
| | | | | Kastinianiiliosikaiito ziosilissäksi | |
| Pot Cap-1 Maneuver | 655 9 947 | 85 1517 - | - 1 | | |
| Stage 1 Stage 2 | 779 | | | | |
| Platoon blocked, % Mov Cap-1 Maneuver | 651 9 | 85 1517 - | - | | |
| Mov Cap-2 Maneuver | 651 s | | | | |
| Stage 1 Stage 2 | 941 779 | | | | |
| orage 2 | 110 | | | | |
| Approach | E8 | NB | SB | | |
| HCM Control Delay, s HCM LOS | 9.9 A | 0.2 | 0 | | |
| | ^ | | | | |
| Minor Lane/Major Mvm | l N | BL NETEBLA1 | SBT SBR | | |
| Capacity (veh/h) HCM Lane V/C Ratio | | 17 - 734 | | | |
| HCM Control Delay (s) | 0.0 ī | 05 - 0.005 7.4 0 9.9 | STEEN STANDARD STANDA | | |
| HCM Lane LOS | | A A A 0 - 0 | | | and the second s |
| HCM 95th %tile Q(veh) | | v - v | • | | |

| Intersection | | | | | | | | |
|--|----------------------------|--------------------|-------------------------|--------------------------------------|--|---|--|--|
| Int Delay, s/veh | 6.4 | | | | | | | |
| Movement | EBT E | BR WBL W | | NBR | | | alin ni | |
| Lane Configurations Traffic Vol., veh/h | } 5 | 0 76 | 4 74 | 44 | | | | |
| Future Vol, veh/h | ъ 5 | 0 76 0 76 | 10 0 10 0 | 11 11 | | | | |
| Conflicting Peds, #/hr | 0 | 0 0 | 0 0 | 0 | | | | |
| Sign Control RT Channelized | | | ree Stop one - | ************************************ | | | | |
| Storage Length | - | | - 0 | - | | | | |
| Veh in Median Storage | avanavanamisklamonaanovani | | 0 0 | | | | | |
| Grade, % Peak Hour Factor | 0 87 | 87 87 | 0 0 87 87 | - 87 | | | | |
| Heavy Vehicles, % | 2 | 2 2 | 2 2 | 2 | | | | |
| Mvmt Flow | 6 | 0 87 | 11 0 | 13 | | | | |
| Major/Minor | Major1 | Major2 | Minor1 | | | | | |
| Conflicting Flow All | O O | 0 6 | 0 191 | 6 | 06 46 VIII VIII VIII VIII VIII VIII VIII | 10 10 10 10 10 | | |
| Stage 1 | 2 | | - 6 | - | | | | |
| Stage 2 Critical Hdwy | - | - 4.12 | - 185 - 6.42 | 6.22 | | | | |
| Critical Hdwy Stg 1 | - - | . 4-14 | - 5.42 | - - | | | | |
| Critical Hdwy Stg 2 | | | - 5.42 | - | | | | |
| Follow-up Hdwy Pot Cap-1 Maneuver | • | - 2.218 - 1615 | - 3.518 - 798 | | | | | |
| Stage 1 | <u>-</u> | - 1030 | - 1017 | - 1991 fe (s) (s) | | | | |
| Stage 2 | | • 15 . • . | - 847 | | | | | |
| Platoon blocked, % Mov Cap-1 Maneuver | - - | - - 1615 | - - 755 | 1077 | | | | |
| Mov Cap-2 Maneuver | • | | - 755 | - | | | | |
| Stage 1 | • | | - 1017 - 801 | | | | | |
| Stage 2 | | • | - 001 | | | | | |
| Approach | EB | WB | NB | | | - Annah - Annah | THE STATE OF THE S | |
| HCM Control Delay, s | 0 | 6.5 | 8.4 | | | | | |
| HCM LOS | | | A | | | | | |
| | | | | | | | | |
| Minor Lane/Major Mvn Capacity (veh/h) | | Ln1 EBT E 077 - | BR WBL - 1615 | WBT | | | | |
| HCM Lane V/C Ratio | | 012 - | - 0.054 | - | | | | |
| HCM Control Delay (s) | | 8.4 - | - 7.4 | 0 | | | | |
| HCM Lane LOS HCM 95th %tile Q(veh | Y | A - | - A - 0.2 | A - | | | | |
| | | | | | | | | |

| | ۶ | → | 7 | • | + | • | • | † | <i>/</i> * | \ | \ | -√ |
|---|---|----------------------|--------------------|--------------------|------------------------|---------------------|--------------------|--------------------|--------------------|---------------------|---------------------|-----------------------|
| Movament | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ኻ | 44 | | ኝ | ቕ | | ሻ | 4 | | ሻ | β. | 80 in Principle 2002 |
| Traffic Volume (veh/h) Future Volume (veh/h) | 10 10 | 770 770 | 75 75 | 1 6 16 | 585 585 | 11 5 115 | 109 109 | 52 52 | 64 64 | 185 185 | 62 62 | 30 |
| Initial Q (Qb), veh | 0 | 0 | 73 | 10 | 000 0 | 110 | 109 | 52 0 | 04 | 160 | 02 | 30 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.99 | 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 | Sporter in the second |
| Adj Sat Flow, veh/h/ln Adj Flow Rate, veh/h | 1709 11 | 1709 846 | 1709 82 | 1709 18 | 1709 643 | 1709 126 | 1709 120 | 1 709 57 | 1 709 70 | 1709 203 | 1709 68 | 1709 33 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, % | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Cap, veh/h | 305 | 1812 | 176 | 393 | 850 | 166 | 298 | 81 | 100 | 271 | 129 | 63 |
| Arrive On Green | 0.03 | 0.61 | 0.59 | 0.04 | 0.61 | 0.59 | 0.10 | 0.12 | 0.10 | 0.10 | 0.12 | 0.10 |
| Sat Flow, veh/h | 1628 11 | 2991 459 | 290 469 | 1628 18 | 1388 | 272 | 1628 | 692 | 850 | 1628 | 1087 | 527 |
| Grp Volume(v), veh/h Grp Sat Flow(s),veh/h/in | 1628 | 1624 | 469 1657 | 1628 | 0 | 769 166 0 | 120 1628 | 0 0 | 127 1542 | 203 1 628 | 0 | 101 1614 |
| Q Serve(g_s), s | 0.3 | 17.5 | 17.6 | 0.5 | 0.0 | 37.9 | 7.1 | 0.0 | 9.0 | 11.0 | 0.0 | 6.6 |
| Cycle Q Clear(g_c), s | 0.3 | 17.5 | 17.6 | 0.5 | 0.0 | 37.9 | 7.1 | 0.0 | 9.0 | 11.0 | 0.0 | 6.6 |
| Prop In Lane | 1.00 | | 0.17 | 1.00 | 41/142m/14819/488/1688 | 0.16 | 1.00 | | 0.55 | 1.00 | wasani wasani wa ma | 0.33 |
| Lane Grp Cap(c), veh/h | 305 | 984 | 1004 | 393 | 0 00 | 1016 | 298 | 0 | 181 | 271 | 0 | 192 |
| V/C Ratio(X) Avail Cap(c_a), veh/h | 0.04 371 | 0.47 1124 | 0.47 1147 | 0.05 448 | 0.00 0 | 0.76 1149 | 0.40 300 | 0.00 0 | 0.70 356 | 0.75 27 1 | 0.00 0 | 0.53 372 |
| 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 Filler(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 13.7 | 12.2 | 12.3 | 8.7 | 0.0 | 15.9 | 37.8 | 0.0 | 48.4 | 41.2 | 0.0 | 47.0 |
| Incr Delay (d2), s/veh | 0.0 | 1.1 | 1.1 | 0.0 | 0.0 | 5.3 | 0.7 | 0.0 | 3,6 | 10.6 | 0.0 | 1.7 |
| Initial Q Delay(d3),s/veh %ile BackOfQ(50%),veh/ln | 0.0 0.1 | 0.0 5.9 | 0.0 6 .1 | 0.0 0.1 | 0.0 0.0 | 0.0 13.9 | 0.0 2.7 | 0.0 0.0 | 0.0 3.5 | 0.0 5.6 | 0.0 0.0 | 0.0 2.7 |
| Unsig. Movement Delay, s/vel | 659500000000000000000000000000000000000 | | U, I | Y•1 | 9.9 | 10.5 | 4.4 | 0.0 | 9.9 | y. u | 0,9 | 4.1 |
| LnGrp Delay(d),s/veh | 13.8 | 13.3 | 13,4 | 8.7 | 0.0 | 21.2 | 38.5 | 0.0 | 52.0 | 51.8 | 0.0 | 48.6 |
| LnGrp LOS | В | В | В | Α | Α | С | D | A | D | D | Α | D |
| Approach Vol, veh/h | | 939 | | | 787 | | | 247 | | | 304 | |
| Approach Delay, s/veh Approach LOS | | 13.4 B | | | 20,9 C | | | 45.4 D | | | 50.7 D | |
| | | HASIOSPRIORESTA O GO | | | | | | | | | , U | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | - 7 | - 8 | | | | |
| Phs Duration (G+Y+Rc), s Change Period (Y+Rc), s | 14.8 6.0 | 17.4 6.0 | 7. 5 6.0 | 73.0 6.0 | 15.0 6.0 | 17.3 6.0 | 8,2 6.0 | 72.3 6.0 | | | | and the state |
| Max Green Setting (Gmax), s | 9.0 | 24.0 | 6.0 | 76.0 | 9.0 | 24.0 | 6.0 | 76.0 | | | | |
| Max Q Clear Time (g_c+l1), s | 9.1 | 8.6 | 2.3 | 39.9 | 13.0 | 11.0 | 2.5 | 19.6 | | | | |
| Green Ext Time (p_c), s | 0.0 | 0.2 | 0.0 | 27.1 | 0.0 | 0.3 | 0.0 | 37.4 | | | | |
| Intersection Summary | | | | | | 1 10 | | | | | | |
| HCM 6th Ctrl Delay | | | 24.4 | | | | | | | | | |
| HCM 6th LOS | | | С | | | | | | | | | |

| Intersection | _ | | The state of the s | | | |
|--|----------------------|-----------------------|--|--------------------|-------------|-----|
| Int Delay, s/veh | 2 | | | | | |
| | EBL EBR | | SBT SBR | | | a e |
| Lane Configurations Traffic Vol, veh/h | % 7 31 30 | ર્વ 10 75 | î→ 211 22 | | | |
| Future Vol, veh/h | 31 30 31 30 | 10 75 10 75 | 211 22 211 22 | | | |
| Conflicting Peds, #/hr | 0 0 | 0 0 | 0 0 | | | |
| Sign Control | Stop Stop | Free Free | Free Free | | | |
| RT Channelized | - None | - None | - None | 6.616.616 | | |
| Storage Length Veh in Median Storage, # | 0 - ‡ 0 - | - 0 | 0 + | | | |
| Grade, % | 0 - | - 0 | 0 - | | | |
| Peak Hour Factor | 75 75 | 75 75 | 75 75 | | | |
| Heavy Vehicles, % | 4 4 | 6 6 | 2 2 | | | |
| Mvmt Flow | 41 40 | 13 100 | 281 29 | | | |
| Major/Minor Mi | nor2 l | Vajor1 I | /ajor2 | | | |
| Conflicting Flow All | 422 296 | 310 0 | - 0 | | | |
| Stage 1 | 296 - | | | | | |
| Stage 2 | 126 - | | | | | |
| Principal College (College College Col | 6.44 6.24 | 4.16 - | | | | |
| | 5.44 - 5.44 - | | | | | |
| | .536 3.336 | | | | | |
| Pot Cap-1 Maneuver | 585 739 | 1228 - | | | | |
| Stage 1 | 750 - | <u> </u> | - <u>-</u> | | | |
| Stage 2 Platoon blocked, % | 895 - | | | | | |
| Mov Cap-1 Maneuver | 579 739 | 1228 - | | | | |
| Mov Cap-2 Maneuver | 579 - | | | | | |
| Stage 1 | 742 - | | | s militaris (S. G. | Stolenstall | |
| Stage 2 | 895 - | | | | | |
| ALLIZE | FD. | A10 | 66 | | | |
| Approach HCM Control Delay, s | EB 11.4 | NB 0.9 | SB O | | | |
| HCM LOS | ы. ч В | | U | | | |
| | | | | | | |
| Minor Lane/Major Mymt | NBL | NBT EBLn1 | SBT SBR | | | |
| Capacity (veh/h) | 1228 | - 648 | | | | |
| HCM Lane V/C Ratio | 0.011 | - 0.126 | | | | |
| HCM Control Delay (s) HCM Lane LOS | 8 A | 0 11.4 A B | | | | |
| HCM 95th %tile Q(veh) | 0 | 4 0.4 | | | | |
| | | | | | | |

| | ^^ ^ | | - M | | | |
|---|-----------------------------|---|--------------------------------|--------------------|--------------------------------|-------------------------------------|
| int Delay, s/veh | 26.8 | Tonoming proposaled lade-state | | | | |
| Movement | EBL | EST | | WBR | SBL | SBR |
| Lane Configurations | | 4 | } | 100H0420NHW656640A | ¥Υ | Kelikushinninkeliki. |
| Traffic Vol, veh/h | 21 | 455 | 510 | 69 | 172 | 59 |
| Future Vol, veh/h | 21 | 455 | 510 | 69 | 172 | 59 |
| Conflicting Peds, #/hr | 0 E | 0 | 0 | | 0 | 0 |
| Sign Control RT Channelized | Free | Free None | Free | Free None | Stop | Stop None |
| Storage Length | 7 | Molla | • | - INDINE | 0 | - Molle |
| Veh in Median Storage | - 9#- | 0 | 0 | • | | - |
| Grade, % | 3, π - | 0 | 0 | _ | 0 | |
| Peak Hour Factor | 87 | 87 | 87 | 87 | 87 | 87 |
| Heavy Vehicles, % | 7 | - 0, 7 | 5 | 5 | 2 | 2 |
| Mymt Flow | 24 | 523 | 586 | 79 | 198 | 68 |
| WWITE IOW | 4.4 | J20 | 200 | . 13 | 130 | 00 |
| | | | | | | |
| Major/Minor | Major1 | ł | vlajor2 | | Vinor2 | |
| Conflicting Flow All | 665 | 0 | | 0 | 1197 | 626 |
| Stage 1 | | • | | • | 626 | - |
| Stage 2 | - | - | - | - | 571 | - |
| Critical Hdwy | 4.17 | • | • | • | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | • | - | - | • | 5.42 | • |
| Follow-up Hdwy | 2.263 | ······Pydiatassiddiddiddiddiddiddiddiddiddiddiddiddid | | | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | 901 | • | | | 205 | 484 |
| Stage 1 | | | - | - | 533 | • |
| Stage 2 | | | e di Colinson | • | 565 | |
| Platoon blocked, % | | | # P00000124430 | | | X1605074055557770077 |
| Mov Cap-1 Maneuver | 901 | | _ | - | ~ 197 | 484 |
| Mov Cap-2 Maneuver | - | | | | | _ |
| | | _ | _ | - | ~ 197 | |
| Stage 1 | _ | | | • | ~ 197 513 | |
| Stage 1 Stage 2 | olisis selon kalisanyakursa | - - - | | - - | 513 | • |
| Stage 1 Stage 2 | olisis selon kalisanyakursa | - | | - | | |
| Stage 2 | - | - | | | 513 565 | |
| Stage 2 Approach | - El8 | | - W8 | | 513 565 SB | |
| Stage 2 Approach HCM Control Delay, s | - El8 | | | | 513 565 SB 148.1 | |
| Stage 2 Approach | - El8 | | - W8 | | 513 565 SB | |
| Stage 2 Approach HCM Control Delay, s | - El8 | | - W8 | | 513 565 SB 148.1 | |
| Stage 2 Approach HCM Control Delay, s HCM LOS | E8 0.4 | - | Wa 0 | | 513 565 SB 148.1 F | |
| Stage 2 Approach HCM Control Delay, s HCM LOS Minor-Lane/Major Myr | E8 0.4 | | - - WV8 0 | - - | 513 565 8B 148.1 F | SBLn1 |
| Stage 2 Approach HCM Control Delay, s HCM LOS Minor Lane/Major Mun Capacity (veh/h) | E8 0.4 | 901 | - - W8 0 | wer , | 513 565 8B 148.1 F | SBLn1 232 |
| Stage 2 Approach HCM Control Delay, s HCM LOS Minor Lane/Major Myr Capacity (veh/h) HCM Lane V/C Ratio | - - E8 0.4 | 901 0.027 | W8 0 | - - | 513 565 SB 148.1 F | SBLn1 232 1.144 |
| Stage 2 Approach HCM Control Delay, s HCM LOS Minor-Lane/Major Mvr Capacity (veh/h) HCM Lane V/C Ratio HCM Control Delay (s | - - E8 0.4 | 901 0.027 9.1 | W8 0 | wer , | 513 565 SB 148.1 F | SBLn1 232 1.144 148.1 |
| Stage 2 Approach HCM Control Delay, s HCM LOS Miner-Lane/Major Mvr Capacity (veh/h) HCM Lane V/C Ratio HCM Control Delay (s HCM Lane LOS | EB 0.4 | 901 0.027 9.1 A | 0 WV8 0 | wat | 513 565 SB 148.1 F | SBLn1 232 1.144 148.1 F |
| Stage 2 Approach HCM Control Delay, s HCM LOS Minor-Lane/Major Mvr Capacity (veh/h) HCM Lane V/C Ratio HCM Control Delay (s | EB 0.4 | 901 0.027 9.1 | W8 0 | wer , | 513 565 SB 148.1 F | SBLn1 232 1.144 148.1 F |
| Stage 2 Approach HCM Control Delay, s HCM LOS Miner-Lane/Major Mvr Capacity (veh/h) HCM Lane V/C Ratio HCM Control Delay (s HCM Lane LOS | EB 0.4 | 901 0.027 9.1 A | 0 WV8 0 | wat | 513 565 SB 148.1 F | SBLn1 232 1.144 148.1 F |
| Stage 2 Approach HCM Control Delay, s HCM LOS Minor-Lane/Major Mvr Capacity (veh/h) HCM Lane V/C Ratio HCM Control Delay (s HCM Lane LOS HCM 95th %tile Q(veh | E8 0.4 | 901 0.027 9.1 A 0.1 | VV8 0 EBT - 0 A | wat | 513 565 SB 148.1 F | SBLn1 232 1.144 148.1 F |

| | ۶ | → | * | • | 4- | 1 | 1 | † | <i>/</i> * | 1 | ↓ | 4 |
|--|--|---|--|------|------------------------|--------------------------------|-------------------------------|---|--|--|----------------|-------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | 4 | | | र्स | 7 | J. | ↑ | 7 | 75 | ↑ | 7 |
| Traffic Volume (veh/h) | 40 | 112 | 20 | 90 | 102 | 532 | 5 | 395 | 50 | 708 | 665 | 55 |
| Future Volume (veh/h) | 40 | 112 | 20 | 90 | 102 | 532 | 5 | 395 | 50 | 708 | 665 | 55 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | - 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | ************************************** | | No | an terminal seconds of four se | court of Gallery Control Con- | No | AND THE PROPERTY OF THE PROPER | on the control of the | No | PEROPESITOR STATE |
| Adj Sat Flow, veh/h/ln | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 |
| Adj Flow Rate, veh/h | 42 | 118 | 21 | 95 | 107 | 0 | 5 | 416 | 53 | 745 | 700 | 58 |
| Peak Hour Factor | 0.95 | 0.95 | 0,95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 |
| Cap, veh/h | 93 | 222 | 36 | 163 | 147 | | 18 | 663 | 562 | 855 | 1107 | 938 |
| Arrive On Green | 0.19 | 0.21 | 0.19 | 0.19 | 0.21 | 0.00 | 0.01 | 0.40 | 0.40 | 0.28 | 0.66 | 0.66 |
| Sat Flow, veh/h | 238 | 1070 | 172 | 535 | 706 | 1414 | 1589 | 1668 | 1414 | 3082 | 1668 | 1414 |
| Grp Volume(v), veh/h | 181 | 0 | 0 | 202 | 0 | 0 | 5 | 416 | 53 | 745 | 700 | 58 |
| Grp Sat Flow(s),veh/h/ln | 1480 | 0 | 0 | 1241 | 0 | 1414 | 1589 | 1668 | 1414 | 1541 | 1668 | 1414 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 5.4 | 0.0 | 0.0 | 0.3 | 20,5 | 2.4 | 23.6 | 24.9 | 1.5 |
| Cycle Q Clear(g_c), s | 11.3 | 0.0 | 0.0 | 16.6 | 0.0 | 0.0 | 0.3 | 20.5 | 2.4 | 23.6 | 24.9 | 1.5 |
| Prop In Lane | 0.23 | | 0.12 | 0.47 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 322 | 0 | 0 | 285 | 0 | | 18 | 663 | 562 | 855 | 1107 | 938 |
| V/C Ratio(X) | 0.56 | 0.00 | 0.00 | 0.71 | 0.00 | | 0.28 | 0.63 | 0.09 | 0.87 | 0.63 | 0.06 |
| Avail Cap(c_a), veh/h | 495 | 0 | 0 | 447 | 0 | | 240 | 1008 | 854 | 1067 | 1107 | 938 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 36.8 | 0.0 | 0.0 | 39.5 | 0.0 | 0.0 | 50.3 | 24.8 | 19.3 | 35.3 | 10.0 | 6.0 |
| Incr Delay (d2), s/veh | 1.1 | 0.0 | 0.0 | 3.2 | 0.0 | 0.0 | 6.0 | 1.4 | 0.1 | 6.3 | 1.4 | 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(50%),veh/ln | 4.1 | 0.0 | 0.0 | 5.1 | 0.0 | 0.0 | 0.2 | 7.5 | 0.7 | 8.9 | 7.1 | 0.3 |
| Unsig. Movement Delay, s/vel | | | | | v | ••• | V. <u>L</u> | | | • | ••• | *** |
| LnGrp Delay(d),s/veh | 37.9 | 0.0 | 0.0 | 42.7 | 0.0 | 0,0 | 56.3 | 26.2 | 19.4 | 41.6 | 11.3 | 6.1 |
| LnGrp LOS | D | A | Α. | D | A | | E E | C | В | D | В | A |
| Approach Vol, veh/h | | 181 | *** | | 202 | | - | 474 | | | 1503 | |
| Approach Delay, s/veh | | 37.9 | | | 42.7 | | | 25.7 | | | 26.2 | |
| Approach LOS | | D .5 | | | 72.1 D | | | 20.7 C | | | 20.2 C | |
| Extraction by Automatic Control of Control o | | 27.11392BA1496F2017B428541 | | | ipelenned ny kalendari | | | 1001000010000000000 | | | | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | - 8 | | | | |
| Phs Duration (G+Y+Rc), s | 5.2 | 72.1 | | 25.3 | 32.5 | 44.8 | | 25.3 | | | | 0.00 |
| Change Period (Y+Rc), s | 4.5 | 6.0 | | 6.0 | 4.5 | 6.0 | | 6.0 | | | | |
| Max Green Setting (Gmax), s | 15.0 | 60.0 | | 31.0 | 35.0 | 60.0 | | 31.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.3 | 26.9 | | 18.6 | 25.6 | 22.5 | | 13.3 | | and manufacture 1 of source | managar Amazar | |
| Green Ext Time (p_c), s | 0.0 | 24.3 | | 0.7 | 2.3 | 16.3 | | 0.5 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| | N. | | 20.4 | | | | | 82 Jan 38 7 | | - 10 To | | |
| HCM 6th Ctrl Delay HCM 6th LOS | | | 28.4 | | | | | | | | | |
| | | | С | | | | | | | | | |
| M.A. | 2004970000000000000000000000000000000000 | 908/00/08/08/08/08/08/08/08/08/08/08/08/0 | | | | E000112-10002-1-10047-1-1005 | | 000000000000000000000000000000000000000 | | esternice en Grandon | | SCHOOLSKING SHAME |

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

| Intersection Int Delay, s/veh | 6.8 | | | | | | | | | | 90 | | | | W. | |
|--|---|------------|-----------------|-----------------|------------|--|--------------------|-----------------|----------------------|--|--|----------------------------|--|------------------------------------|---------------------------------|-----------------|
| | | Ent | ran | 34783 | 11157 | A STATE OF | E (M) | . In | | | | | 24 | 1.068 5.085 58. | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | | | | |
| Lane Configurations | 40 | 4 > | FA | | 4 | | ሻ | 4 | | ካ አ | † | 7 f | SEKSENERSKU | | | sners: |
| Traffic Vol, veh/h Future Vol, veh/h | 10 10 | 5 | 50 50 | 22 | 25 25 | 15 | 30 | 430 | 6 | 10 | 750 | 35 | | | | |
| Conflicting Peds, #/hr | 0 | 5 0 | 0 | 22 0 | 20 | 15 0 | 30 0 | 430 0 | 6 0 | 10 0 | 750 0 | 35 0 | | | | |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free | | | | |
| RT Channelized | Otop * | Olop | None | otop | Clop | None | 1166 | 1166 | None | 1100 | 1166 | 56420000000000000000 | | | | |
| Storage Length | - | - | 21212 | - | - | | 500 | • | 116115 | 500 | - | 160 | | | | |
| Veh in Median Storage | .# - | 0 | - | - | 0 | * | | 0 | - | | 0 | .00 | | | | |
| Grade, % | *************************************** | 0 | - | - | 0 | - | - | 0 | | - | 0 | - | | | | |
| Peak Hour Factor | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | | | | |
| Heavy Vehicles, % | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | HEROAGEBON HOUSEN | | | 5000 55565 |
| Mvmt Flow | 12 | 6 | 60 | 27 | 30 | 18 | 36 | 518 | 7 | 12 | 904 | 42 | | | | |
| | | | | | | | | | | | | | | | | |
| Major/Minor | Minor2 | | 1 | vlinor1 | | | Major1 | | 1 | viajor2 | | | | | 100 | |
| Conflicting Flow All | 1546 | 1525 | 904 | 1576 | 1564 | 522 | 946 | 0 | 0 | 525 | 0 | 0 | .001 | | | |
| Stage 1 | 928 | 928 | | 594 | 594 | | | • | | | | | | | | |
| Stage 2 | 618 | 597 | | 982 | 970 | SKASSION SAIDDINGING | - | | | ASSERBITATION - | | | Sectional investors. | | | 25/0/00094 |
| Critical Hdwy | 7.16 | 6.56 | 6.26 | 7,16 | 6.56 | 6.26 | 4.16 | | • | 4.16 | | | | | | |
| Critical Hdwy Stg 1 | 6.16 | 5.56 | - | 6.16 | 5.56 | - | - | - | - | - | - | - | | | | acceptation and |
| Critical Hdwy Stg 2 | 6.16 | 5,56 | - | 6.16 | 5,56 | - | • | - | | - | • | - | | | | |
| Follow-up Hdwy | 3.554 | 4.054 | | | | | | | | 2.254 | - | - | | | | |
| Pot Cap-1 Maneuver | 91 | 115 | 330 | 87 | 109 | 547 | 709 | | • | 1022 | • | • | | | | |
| Stage 1 | 316 | 341 | - | 485 | 487 | - Revision visionens | neckinsträministra | | andikkeenstavakiesis | michalysticansus | en de la | | nest enstate en en en | dollekelkovkkeeldiks | westisaki kelimianko | WASANDON |
| Slage 2 | 470 | 485 | • | 295 | 326 | • | | - | • | | • | | | | | 1 |
| Platoon blocked, % | ne. | 400 | 000 | O.F. | 400 | | 700 | • | • | 2000 | <u>.</u> | • | | | | 20/3551 |
| Mov Cap-1 Maneuver Mov Cap-2 Maneuver | 65 65 | 108 108 | 330 | 65 65 | 102 102 | 547 | 709 | • | | 1022 | - | | | | | |
| Stage 1 | 300 | 337 | - | 460 | 462 | - | | - | | | - | | | | | |
| Stage 2 | 403 | 460 | | 234 | 322 | | | | | | | | | | | |
| Olago z | 700 | 700 | - | 204 | VLL | - | • | | • | • | - | • | | | | |
| | | | | | | | | | | | | - | | | | |
| Approach | E8 | | | W8 | | | N8 | | | SB | | | | | | |
| HCM Control Delay, s | 38 | | | 105.7 | | | 0.7 | | | 0.1 | | | | | | |
| HCM LOS | Ε | | | F | | 100000000 | | | | | | | | | | 822059 |
| | | | | | | | | | | | | | | | | |
| Miner-Lane/Major Myn | 11 | NBL | NBT | NBR | EBLnil | | SBL | SBT | SBR | | | | | | | |
| Capacity (veh/h) | | 709 | • | • | 185 | | 1022 | • | • | | | | | | | |
| HCM Lane V/C Ratio | O Nettika September 1997 | 0.051 | - | · | 0.423 | | 0.012 | Discussions and | | and a state of the | DANIMORE/ANADA-AAA | Gunn VN Autologist Control | DOMODIA COMMENTAL DA COMPANSA DE COMPA | Lendon destamente d'actività de la | neměti (eliment (eliment volume | neftendhere |
| HCM Control Delay (s) |) | 10.3 | - | | 38 | WAS COMPANY OF THE PARTY OF THE | 8.6 | - | - | | | | | | | |
| HCM Lane LOS | | В | - | | E | F | A | - | <u>.</u> | | | | | | | 20112200 |
| HCM 95th %tile Q(veh |) | 0.2 | • | - | 1.9 | 3.9 | 0 | • | - | | | | | | | |

| | ۶ | → | * | • | + | 4 | • | † | <i>></i> | / | ↓ | -√ |
|------------------------------|------|----------|------|--------------------------------------|------------------------------------|-----------------------|--|-----------------------|------------------------------|--|--|---------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ሻ | 7> | | * | 1 | | 'n | ♠ | 7 | ሻ | ϯ | 7 |
| Traffic Volume (veh/h) | 75 | 354 | 25 | 97 | 452 | 30 | 40 | 361 | 27 | 110 | 657 | 55 |
| Future Volume (veh/h) | 75 | 354 | 25 | 97 | 452 | 30 | 40 | 361 | 27 | 110 | 657 | 55 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.98 | 1.00 | | 0.98 | 1.00 | | 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/in | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 | 1668 |
| Adj Flow Rate, veh/h | 83 | 393 | 28 | 108 | 502 | 33 | 44 | 401 | 30 | 122 | 730 | 61 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 |
| Cap, veh/h | 104 | 426 | 30 | 132 | 456 | 30 | 55 | 705 | 598 | 145 | 800 | 678 |
| Arrive On Green | 0.07 | 0.28 | 0.27 | 0.08 | 0.30 | 0.28 | 0.03 | 0.42 | 0.42 | 0.09 | 0.48 | 0.48 |
| Sat Flow, veh/h | 1589 | 1536 | 109 | 1589 | 1546 | 102 | 1589 | 1668 | 1414 | 1589 | 1668 | 1414 |
| Grp Volume(v), veh/h | 83 | 0 | 421 | 108 | 0 | 535 | 44 | 401 | 30 | 122 | 730 | 61 |
| Grp Sat Flow(s),veh/h/ln | 1589 | 0 | 1646 | 1589 | 0 | 1647 | 1589 | 1668 | 1414 | 1589 | 1668 | 1414 |
| Q Serve(g_s), s | 6.6 | 0.0 | 31.6 | 8.5 | 0.0 | 37.5 | 3.5 | 23.2 | 1.6 | 9.6 | 51.5 | 3.0 |
| Cycle Q Clear(g_c), s | 6.6 | 0.0 | 31.6 | 8.5 | 0.0 | 37.5 | 3.5 | 23.2 | 1.6 | 9.6 | 51.5 | 3.0 |
| Prop In Lane | 1.00 | ·····. | 0.07 | 1.00 | | 0.06 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 104 | 0 | 456 | 132 | 0 | 486 | 55 | 705 | 598 | 145 | 800 | 678 |
| V/C Ratio(X) | 0.80 | 0.00 | 0.92 | 0.82 | 0.00 | 1.10 | 0.80 | 0.57 | 0.05 | 0.84 | 0.91 | 0.09 |
| Avail Cap(c_a), veh/h | 437 | 0 | 471 | 437 | 0 | 486 | 250 | 813 | 689 | 250 | 813 | 689 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1,00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 58.6 | 0.0 | 44.7 | 57.3 | 0.0 | 44.9 | 61.0 | 27.9 | 21.6 | 56.9 | 30.7 | 18.0 |
| Incr Delay (d2), s/veh | 10.0 | 0.0 | 23.3 | 8.8 | 0.0 | 71.1 | 17.9 | 1,0 | 0.0 | 9.5 | 14.7 | 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(50%),veh/in | 2.8 | 0.0 | 15.1 | 3.7 | 0.0 | 24.3 | 1.6 | 8.9 | 0.5 | 4.1 | 22.0 | 0.9 |
| Unsig. Movement Delay, s/vel | | | | microsius amadyaesais | | | • vm/dmosadepolospicomi | onerionaviznaviaviden | | ::://dom/ | | nami/samensessonovs |
| LnGrp Delay(d),s/veh | 68.6 | 0.0 | 68.0 | 66.1 | 0.0 | 116.0 | 78.9 | 28.9 | 21.7 | 66.4 | 45.4 | 18.1 |
| LnGrp LOS | E | Α | E | E | Α | F | Ε | С | С | E | D | В |
| Approach Vol, veh/h | | 504 | | | 643 | | | 475 | | | 913 | |
| Approach Delay, s/veh | | 68.1 | | m/ontromer/susonaraecoom | 107.6 | v.50mm=5mm;moo.moo.oo | | 33.1 | | A.I., 123, 211, 111, 111, 111, 111, 111, 111 | 46.4 | wastennia territori |
| Approach LOS | | E | | | F | | | С | | | D | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 8.4 | 65.0 | 12.3 | 41.5 | 15.6 | 57.8 | 14.6 | 39.3 | | | | |
| Change Period (Y+Rc), s | 4.0 | 6.0 | 4.0 | * 5.4 | 4.0 | 6.0 | 4.0 | * 5.4 | | | | 2002200000000000 |
| Max Green Setting (Gmax), s | 20.0 | 60.0 | 35.0 | * 35 | 20.0 | 60.0 | 35.0 | * 35 | | | | |
| Max Q Clear Time (g_c+l1), s | | 53.5 | 8.6 | 39.5 | 11.6 | 25.2 | 10.5 | 33.6 | | on and the second s | and the second s | |
| Green Ext Time (p_c), s | 0.1 | 5.4 | 0.2 | 0.0 | 0.1 | 11.8 | 0.3 | 0.2 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 63.7 | | | | | anno e sario dili | | | | - E |
| HCM 6th LOS | | | E | | | | | | | | | |
| | | | | Transis i dalah sebagian berkara (18 | vallent er stant et et state et et | | ************************************** | | ×-0-62-41-0-01/11/201655///0 | | | |

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

| Intersection Int Delay, s/veh | 2.7 | a a second | | | | | |
|--|-------------------------------|---|---|-----------------|--|--------|--|
| Movement Lane Configurations | ESL ESR W | NBL NBT | SBT SBR | 18 - 1999 19 | | AU 200 | |
| Traffic Vol, veh/h Future Vol, veh/h | 48 34 48 34 | 15 127 15 127 | 179 14 179 14 | | | | |
| Conflicting Peds, #/hr Sign Control RT Channelized | 0 0 Stop Stop - None | 0 0 Free Free - None | 0 0 Free Free - None | | | | |
| Storage Length Veh in Median Storage | 0 - ,#0 + | 7 0 | 0 - | | | | |
| Grade, % Peak Hour Factor Heavy Vehicles, % | 0 - 70 70 3 3 | 70 70 | 0 - 70 70 3 3 | | | | |
| Mumt Flow | 69 49 | | 256 20 | | | | |
| Major/Minor N Conflicting Flow All | Min or2 489 266 | | Major2 - 0 | | | | |
| Stage 1 Stage 2 | 266 - 223 - | | HiMAGOLO DE ERROCO CONSTRUENCIO DE ERROCO COM | | | | |
| Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 | 6.43 6.23 5.43 - 5.43 - | 4.13 - | | | | | |
| | | 2.227 - 1281 - | | | | | |
| Stage 1 Stage 2 | 776 - 812 - | | | | | | |
| Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver | 526 770 526 - | 1281 - | 807510 = 11160 / (21 4 -0 | | | | |
| Stage 1 Stage 2 | 762 - 812 - | | | | | | |
| Approach | EB | NB | SB | | | | |
| HCM Control Delay, s HCM LOS | 12.4 B | 8.0 | 0 | | | | |
| Minor Lane/Major Mvm | | NBT EBLa1 | SBT SBR | | | | |
| Capacity (veh/h) HCM Lane V/C Ratio HCM Control Delay (s) | 1281 0.017 7.9 | - 606 - 0.193 0 12.4 | | | | | |
| HCM Lane LOS HCM 95th %tile Q(veh) | A | ACCOST CANDOCT INCOMENDATION OF A PROPERTY NAMED IN | | | | | |
| | | | | | | | |

| Intersection | | |
|---|--|---|
| Int Delay, s/veh | 0.6 | |
| Movement | EBL | EBR NBL NBT SBR |
| Lane Configurations Traffic Vol. veh/h | \ 9 | 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 |
| Future Vol, veh/h | 9 | 6 2 97 181 2 |
| Conflicting Peds, #hr | 0 | 0 0 0 0 |
| Sign Control RT Channelized | Stop | Stop Free Free Free None - None - None |
| Storage Length | 0 | |
| Veh in Median Storage | 20000000000000000000000000000000000000 | |
| Grade, % Peak Hour Factor | 0 70 | |
| Heavy Vehicles, % | 3 | 3 3 3 3 |
| Mvmt Flow | 13 | 9 3 139 259 3 |
| | | |
| Major/Minor Conflicting Flow All | Minor2 406 | Major1 <u>Major2</u> 261 262 0 - 0 |
| Stage 1 | 261 | |
| Stage 2 | 145 | |
| Critical Hdwy Critical Hdwy Stg 1 | 6.43 5.43 | 6.23 4.13 |
| Critical Hdwy Stg 2 | 5.43 | |
| Follow-up Hdwy | 3.527 | |
| Pot Cap-1 Maneuver Stage 1 | 599 780 | 775 1296 |
| Stage 2 | 880 | |
| Platoon blocked, % | | |
| Mov Cap-1 Maneuver Mov Cap-2 Maneuver | 597 597 | 775 1296 |
| Stage 1 | 778 | |
| Stage 2 | 880 | |
| | | |
| Approach | E8 | NB SB 0.2 0 |
| HCM Control Delay, s HCM LOS | 10.7 B | 0.2 |
| | | |
| Minor Lane/Major Mvn | nt | NBL NBT EBLn1 SBT SBR |
| Capacity (veh/h) | | 1296 - 657 |
| HCM Lane V/C Ratio HCM Control Delay (s) | | 0.002 - 0.033 7.8 0 10.7 |
| HCM Lane LOS | | A A B |
| HCM 95th %tile Q(veh |) | 0 - 0.1 |
| | | |

| Intersection Int Delay, s/veh | 6.6 | | | | | | | | | | | 1 N/ 16 × 1/5 |
|--|----------|----------|----------|------------------|--------------|--------------|----------------|----------------|-------|--|--|---------------|
| Movement | EBT | EBR | WBL | WBT | NBL | NBR | , William | l une l'ave | 4:4:4 | | | |
| Lane Configurations | 4 | | | 4 | 74 | | 200 Standiller | 6910185114N501 | | | | |
| Traffic Vol, veh/h Future Vol, veh/h | 10 10 | 0 | 14 14 | 1 5 15 | 0 | 72 72 | | | | | | |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | - 0 | | | | | | | |
| Sign Control | Free | Free | Free | Free | Stop | Stop | | | | | | |
| RT Channelized Storage Length | - | None | - | Nоле - | 0 | None | | | | | | |
| Veh in Median Storage | ,# 0 | • | - | - 0 | 0 | • | | | | | | |
| Grade, % | 0 | - | - | 0 | 0 | - | | | | | | |
| Peak Hour Factor Heavy Vehicles, % | 70 3 | 70 3 | 70 3 | 70 3 | 70 3 | 70 3 | | | | | | |
| Mvmt Flow | 14 | 0 | 20 | 21 | 0 | 103 | | | | | | |
| | | | | | | | | | | | | |
| | Major1 | | Vlajor2 | | Minor1 | | | F 1 | | | | 19- 19-2 |
| Conflicting Flow All Stage 1 | 0 | 0 | 14 | 0 | 75 14 | 14 | | | | | | |
| Stage 2 | - | | - | - | 61 | • | | | | | | |
| Critical Hdwy | | | 4.13 | | 6,43 | 6.23 | | | | | | |
| Critical Hdwy Stg 1 Critical Hdwy Stg 2 | • | - | - | - | 5.43 5.43 | | | | | | | |
| Follow-up Hdwy | - | - | 2.227 | - - | | 3.327 | | | | | | |
| Pot Cap-1 Maneuver | | • | | - | 926 | 1063 | | | | | | |
| Stage 1 Stage 2 | - | - | - | - | 1006 959 | | | | | | | |
| Platoon blocked, % | - | - | • | - | 999 | • | | | | | | |
| Mov Cap-1 Maneuver | • | - | 1598 | - | 914 | 1063 | | | | | | |
| Mov Cap-2 Maneuver Stage 1 | - | - | - | - | 914 1006 | - | | | | | | |
| Stage 2 | | | - | - | 947 | - - | | | | | | |
| | | | | | | | | | | | | |
| Approach | E8 | | WB | - 1 | NB | | | | W. | | | 11 211 |
| HCM Control Delay, s | 0 | | 3.5 | | 8.7 | | | | | | | |
| HCM LOS | | | | | Α | | | | | | | |
| Minor Lane/Major Myn | | NBLn1 | EBT | E00 | WBL | WBT | | 46 | | | | |
| Capacity (veh/h) | 1 | 1063 | CD1 | | 1598 | WD1 | Rinksavallova. | | | | | |
| HCM Lane V/C Ratio | | 0.097 | - | | 0.013 | unacunizazza | | | | | | |
| HCM Control Delay (s) HCM Lane LOS | | 8.7 | • | • | 7.3 | | | | | | | |
| HCM 95th %tile Q(veh | | A 0.3 | - | - | A 0 | A - | | | | | | |
| was kannan 2000 A Barta 1995 A Berta Chance A A A Barta. | | T. P. T. | | | | | | | | | | |

SECTION 10: TURN LANE WARRANTS

Left Turn Lane Warrant Analysis

North Marion County Vertiport Development Short-Term 2030 Build

Scenario(s):

Project:

| 1 1 224 7 3% 771 1.25 521 653 No 225 24 No 1 1 1 2 19 12 5% 85 0.36 513 451 No 304 24 No 1 1 1 2 19 12 5% 85 0.36 513 451 No 304 24 No 1 1 1 1 1 1 1 102 2 2% 163 1.57 464 730 No 225 25 No 2 1 1 1 1 1 106 12 11% 179 0.69 467 321 No 225 25 No 2 1 1 1 1 1 10 | No. 1 | PM Project Driveway - Alracit AM Project Driveway - Stenbock | EB.MB) | | Specific 1 | Advancing | 3 | 90 | 2 | Factor Warren | Threshold | 6 | | Bouseus | e ca | Greeke Orange | ļe |
|--|--|---|---------------------|-------------------------|--------------------------|-----------------------------|--|-----------------|---------------|---------------|---------------|----------------|------|---------------------|------|------------------------|--------------------------|
| 1 1 1 105 12 5% 85 0.36 513 491 No 304 24 No 1 1 Linear Of Humber of Manch Ma | 1 | M Project Driveway - Stenbock | gy 92 | - | ۳. | 224 | Н | | H | | 653 | No | 295 | 24 | No. | 1 | |
| 1 | University Wolding Company C | | 90 | - | Ļ | 219 | ш | | | | 491 | S. | 38 | 24 | Ŷ. | γ | |
| Marrier of Notice Composition Composit | 1 1 1 102 2 2% 145 157 464 770 No 285 25 No -1 106 12 11% 178 0.68 467 221 No 285 25 No -1 106 12 11% 178 0.68 467 221 No 285 25 No -1 106 12 11% 178 0.68 467 221 No 285 25 No -1 106 12 11% 178 0.68 467 221 No 285 25 No -1 106 12 11% | | | | | | H | | | | | | | | | | |
| Advancing Oppositing Advancing Volume (LT 17% Oppositing Washerent Lanes (Na) 102 2 2% 183 1.57 464 730 No 285 25 No -1 1 1 106 12 111% 1779 0.69 467 321 No 285 25 No -2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 | 1 106 12 11% 179 1.57 464 1.57 1. | | | | | | | | | | | | | | | | |
| 1 | Murcher of Number of Volume LT 174, Opposing Factors Warmen Married Warmen LT 1 100 T 114, Opposing Factors Warmen LT 1 100 T 114, T 179 | | | | | | | | | | | | | | | | |
| Marcher of Number of Waltime U.T. Wildiams Wastern Was | Marries of Number of Wolking UT Composition Warrant Warr | M Project Driveways on | Airport Roa | 1 2 | | | | | | | | | | | | | |
| NB 1 1 102 2 2% 157 464 730 ND 285 25 ND NB 1 1 1 106 12 11% 179 0.69 467 321 ND 285 25 ND ND 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | NB 1 1 106 12 2% 183 1.57 464 730 ND 286 28 NO | intersection | Approach (NB.28, | Munifer of Advancing | Muniper of Oppositing | Volume Advancing (Va) | STATE OF THE PARTY | Service Control | | - | State State S | | 1000 | ODOTLI Threshold | | Max. Sec. Guesse | Sprage Length (ft) |
| NB 1 106 112 11% 179 0.63 467 321 No 285 25 No 10 10 10 10 10 10 10 10 10 10 10 10 10 | NB 1 1 106 12 11% 179 0.69 467 321 No 286 25 No | 4 Project Driveway - Airport | SB. | , | , | 102 | Н | - | | Н | | S | 285 | 25 | No | ۲ | |
| | | u Project Driveway - Stenbock | gy. | 1 | , | 106 | | | | _ | 321 | N _o | 285 | 25 | S. | 2 | |
| | | | | | | | $\dagger\dagger$ | | | | | | | | | | |
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"The "Consider" note applies when there are high through volumes but less than 10 left turning vehicles.

ODOT LEFT TURN CRITERIA IS BASED ON THE 8-13-03 LEFT TURN CRITERIA MAX QUEUE AND STORAGE ESTIMATES BASED ON GARD METHOD

Right-Turn Lane Warrant Analysis Project: North Marion County Scenario(s): Short-Term 2030 Buil

North Marion County Vertiport Development

Short-Term 2030 Build

| Intersection | Approach (NB,8B, EB,WB) | 2-fane or Multi-fane Highway | Volume Advancing (Va) | RT Vol | ODOT RT Lane Warrant | | NCHRP RT Volume | Taper Warrant | RT Lane Warrant | NCHRP Taper? | NCHRP RT Lane? |
|--|-------------------------------|------------------------------------|-----------------------------|------------|----------------------------|----------|--------------------|------------------|--------------------|-----------------|-------------------|
| AM Project Driveway - South AM Project Driveway - North | SB SB | 2-lane 2-lane | 71 85 | 10 15 | 103 101 | No No | 10 15 | 63 62 | 111 109 | No No | No No |
| Aut Asject Silveriay - Novul | | Z-ranc | | | | | | | | | |
| PM Project Driveway - North | SB | 2-lane | 183 | 2 | 88 | No | 2 | 52 | 96 | No | No |
| PM Project Driveway - South | SB | 2-lane | 179 | 7 | 89 | No | 7 | 53 | 97 | No | No |
| | | | | | | | | | | | |
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SECTION 11: PROPORTIONATE SHARE PERCENTAGE CALCULATIONS

Exhibit 39A, page 160 of 164

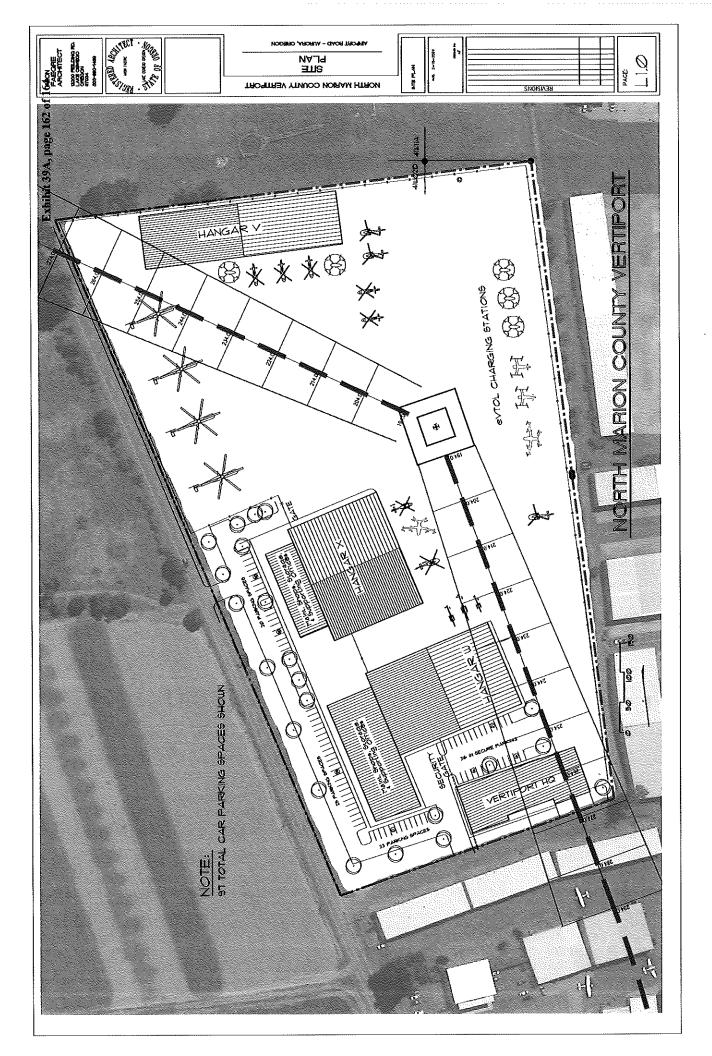
Proportionate Share Percentage Calculations

| AM Peak Hour | | | | | |
|----------------------|--------------------|---------------|-----------------------------------|--|--|
| Intersection | 2030 Build Volumes | Project Trips | Proportionate Share Percentage | | |
| Airport Rd /Ehlen Rd | 1,124 | 14 | 1.2% | | |
| PM Peak Hour | | | | | |
| Intersection | 2030 Build Volumes | Project Trips | Proportionate Share Percentage | | |
| Airport Rd /Ehlen Rd | 1,239 | 14 | 1.1% | | |

| Intersection | Average Proportionate Share Percentage | Cost | Proportionate Share Cost |
|----------------------|--|--------------|--------------------------|
| Airport Rd /Ehlen Rd | 1.2% | \$ 2,000,000 | \$ 24,000 |

DKS Associates 1 of 1

SECTION 12: SITE PLAN



| NMCVH Buildings | | | | | Parking Spaces by Marion Countyu Rural Zoning Code 17.118.050 (see Note 1) | | | Parking Spaces based on Building Footprint & Adjacent Airport Comparable (see Note 2) | | |
|---------------------------|----------------|------------------|---------|---------|--|--------------------------|---|---|---------------------------------------|------------------------------------|
| Name | Floor | Uses | Area sf | | Occupiable Area | Space | Req'd Spaces (rounded up) | Footprint Area | Req'd Area per Parking Space | Req'd Spaces (rounded up) |
| Vertiport HQ | | Offices | 15,658 | | 15,658 | 300 | 52 | 7,829 | 1,441 | 6 |
| | Ground, Second | Industrial Shops | 15,658 | | 15,658 | 5000 | 3 | 7,829 | 1,441 | 6 |
| Subtotal | | | | 31,316 | | | *************************************** | | | |
| Hangar W | Ground | Hangar | 32,000 | | 32,000 | 5000 | 7 | 32,000 | 1,441 | 23 |
| | Mezzanine | Storage | 10,560 | | 10,560 | 5000 | 3 | | | |
| Hangar W Office/Shops | Ground | Industrial Shops | 16,800 | | 16,800 | 5000 | 4 | 16,800 | 1,441 | 12 |
| | Second | Industrial Shops | 16,800 | | 16,800 | 5000 | 4 | | | |
| Subtotal | | | | 76,160 | | | | | <u> </u> | |
| Hangar X | Ground | Hangar | 32,000 | | 32,000 | 5000 | 7 | 32,000 | 1,441 | 23 |
| | Mezzanine | Storage | 10,560 | | 10,560 | 5000 | 3 | | | |
| Hangar X Office/Shops | Ground | Industrial Shops | 7,500 | | 7,500 | 5000 | 2 | 7,500 | 1,441 | 6 |
| Subtotal | Second | Industrial Shops | 7,500 | 57,560 | 7,500 | 5000 | 2 | | | |
| Hangar V | Ground | Hangar | 29,260 | | 29,260 | 5000 | 6 | 29,260 | 1,441 | 21 |
| | Mezzanine | Storage | 9,656 | | 9,656 | 5000 | 2 | , | 2, | <u> </u> |
| Subtotal | | Ž | | 38,916 | | | | | | |
| | | : | | ====== | | | ====== | | | ====== |
| Total Gross Building Area | | | | 203,952 | | Total Spaces Req'd | 95 | - | Total Spaces Req'd | 97 |

parking spaces

provided on site plan

97

Notes

- 1. Parking Analysis based on Marion County Rural Zoning Parking Requirements in 17.118.050 which requires one space per 300 sf primary use plus one space per 5,000 sf of storage, warehouse, or industrial.
- 2. Study of the adjacent South End Corporate Airport, Van's Aircraft, and Atlantic Aviation as a 34 acre whole and comparing the total square feet of building footprints with the total provided provided existing parking, results in an overall parking of 1 space per 1,441 square feet of building footprint (see Existing SECAP Excel Sheet dated 2024-2-9). Note that this includes excess parking for Life Flight ambulances that are not in regular use as well as cars parked long term while occupant is away for several days traveling by aircraft.

EXISTING SECAP, VAN'S AND ATLANTIC PARKING SUMMARY (34 ACRE AREA) 2/9/2024

| SECAF | SECAP | | BUILDING FOOTPRINT | SF/SPACE |
|-------------------------|--------------|------------------|--------------------|----------|
| YELLOWGATE LANE (R | OAD) | 0 | | |
| REDGATE (ROAD) | | 24 | | |
| BRAVO | | 6 | 6,117 | |
| CHARLIE | | 0 | 10,224 | |
| DELTA | | 0 | 18,017 | |
| ЕСНО | | 2 | 13,376 | |
| FOXTROT | | 0 | 21,438 | |
| GOLF (FUTURE 46,046 |) | 0 | 46,046 | |
| HOTEL | | 63 | 29,826 | |
| INDIA | | 10 | 27,381 | |
| JULIET | | 44 | 34,408 | 1 |
| KILO | | 22 | 49,552 | |
| LIMA N | | 0 | 42,912 | |
| LIMA S | | 0 | 42,912 | |
| MIKE | | 3 | 43,023 | |
| NOVEMBER | | 4 | 21,720 | |
| OSCAR | | 12 | 9,594 | |
| PAPA | | 32 | 22,582 | |
| ROMEO | | 55 | 27,417 | |
| | TOTAL | 277 | 466,545 | 1,684 |
| H.D | | # PARKING SPACES | BUILDING FOOTPRINT | SF/SPACE |
| H.D. AVIATION #1 (VA | N'S) | 65 | 56,476 | |
| H.D. #3 (FUTURE 37,060) | | 33 | 37,060 | |
| | TOTAL | 98 | 93,536 | 954 |
| | • | | | |
| LYNX JET CENTER | | # PARKING SPACES | BUILDING FOOTPRINT | SF/SPACE |
| LYNX JET CENTER . | | 17 | 4,712 | |
| | TOTAL | 17 | 4,712 | 277 |
| | | | | |
| | GRAND TOTAL | 392 | 564,793 | 1,441 |
| | , | | | |