Appendix K
Transportation Study

TRANSPORTATION STUDY FOR THE 2311 N. HOLLYWOOD WAY MIXED-USE PROJECT

BURBANK, CALIFORNIA

JULY 2021

PREPARED FOR

CITY OF BURBANK

PREPARED BY

Gibson
transportation consulting, inc.

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FOR THE
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Prepared for:

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Prepared by:

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Table of Contents

Table of Contents, cont.

List of Figures

NO.

List of Tables

NO.

Chapter 1
Introduction

This report presents the transportation study for the proposed Burbank Aero Crossings mixed-use project (Project) located at 2311 N. Hollywood Way (Project Site) in the City of Burbank, California (City). The Project is proposed by NHW Investors, LLC (Applicant). The methodology and base assumptions used in the analysis were established in consultation with the City Community Development Department (CDD).

PROJECT DESCRIPTION

Project Site Location

The Project would replace an existing 101,566 square foot (sf) Fry's Electronics store and surface parking lots.

The Project Site is generally bounded by Vanowen Street to the north, N. Hollywood Way, including the southbound ramp from Vanowen Street to N. Hollywood Way, to the east, Valhalla Drive to the south, and private property to the west. It is located immediately south of Hollywood Burbank Airport and the Metrolink Burbank Airport South train station along the Metrolink Ventura County line. There are commercial and industrial uses to the east, west, and south, beyond which are primarily residential uses. The Project Site location is shown in Figure 1.

Proposed Land Uses

The Project proposes a mixed-use development with up to 862 apartment units (including 80 very-low-income affordable units and 12 live/work units), 151,800 sf of office space, and 9,700 sf of restaurant uses. The apartment units would be constructed in two seven-story buildings (Residential Building 1 to the north and Residential Building 2 to the south) separated by publicly

accessible, landscaped open space (Fry's Way). The office space would be provided in one five-story building west of the bicycle and pedestrian paseo on Screenland Drive. The restaurant space would be provided in one 1,500 sf freestanding building along Vanowen Avenue and in 8,200 sf of the ground level of Residential Building 2 along N. Hollywood Way. The Project Site plan is shown in Figure 2.

Project Parking

Each residential building would incorporate a five-story above-grade parking structure to serve that building's residential parking as well as restaurant parking needs. These structures would provide a total of 1,125 residential parking spaces and 32 restaurant spaces. Office parking would be provided west of the office building in a five-story above-grade parking structure with 456 spaces. In total, the Project would provide 1,613 vehicular parking spaces. The Project would also provide a total of 29 bicycle parking spaces, including 22 for residents and 7 for office workers.

Access and Circulation

As shown in Figure 2, the Project would construct two new publicly accessible bicycle and pedestrian paseos for access and circulation. Screenland Drive would run north and south between Vanowen Street and Valhalla Drive and would provide open space, a pedestrian sidewalk, and a two-way Class I bicycle path. It would provide vehicular access on the north end to the parking structure for Residential Building 1 but would be closed to vehicular traffic beyond that point. Fry's Way would run east and west between Screenland Drive and the N. Hollywood Way southbound ramp from Vanowen Street. It would provide vehicular access on the east end to the parking structures for both residential buildings but would be closed to vehicular traffic beyond that point. Both private streets would also serve as a fire lane for emergency vehicle access.

Vehicular access to the Residential Building 1 parking structure would be provided via two-way driveways on the north end of Screenland Drive, the east end of Fry's Way, and mid-block on Vanowen Street. Additionally, three surface parking spaces would be provided at a rideshare drop-off area adjacent to the small restaurant area in the northwest corner of the Project Site.

Vehicular access to the Residential Building 2 parking structure would be provided on the east end of Fry's Way and mid-block on Valhalla Drive. A small loading area for the restaurant uses would be provided within the parking structure in Residential Building 2. Access to the office parking structure would be provided at one driveway on Valhalla Drive. Commercial loading for the office building would also be provided curbside along Valhalla Drive.

Pedestrian access to the residential buildings would be provided through residential lobbies along the N. Hollywood Way southbound ramp from Vanowen Street, from inside the parking structure, and via various stairwells around the exteriors of each building, including some that provide access directly onto the Fry's Way promenade.

Project Schedule

The Project would be built in a single phase and is anticipated to be completed and operational in Year 2026.

STUDY SCOPE

The scope of analysis for this study was developed in consultation with CDD and is consistent with *City of Burbank Transportation Study Guidelines* (City of Burbank, December 1, 2020) (City Guidelines). It complies with the California Environmental Quality Act (CEQA) Guidelines (California Code of Regulations, Title 14, Section 15000 and following).

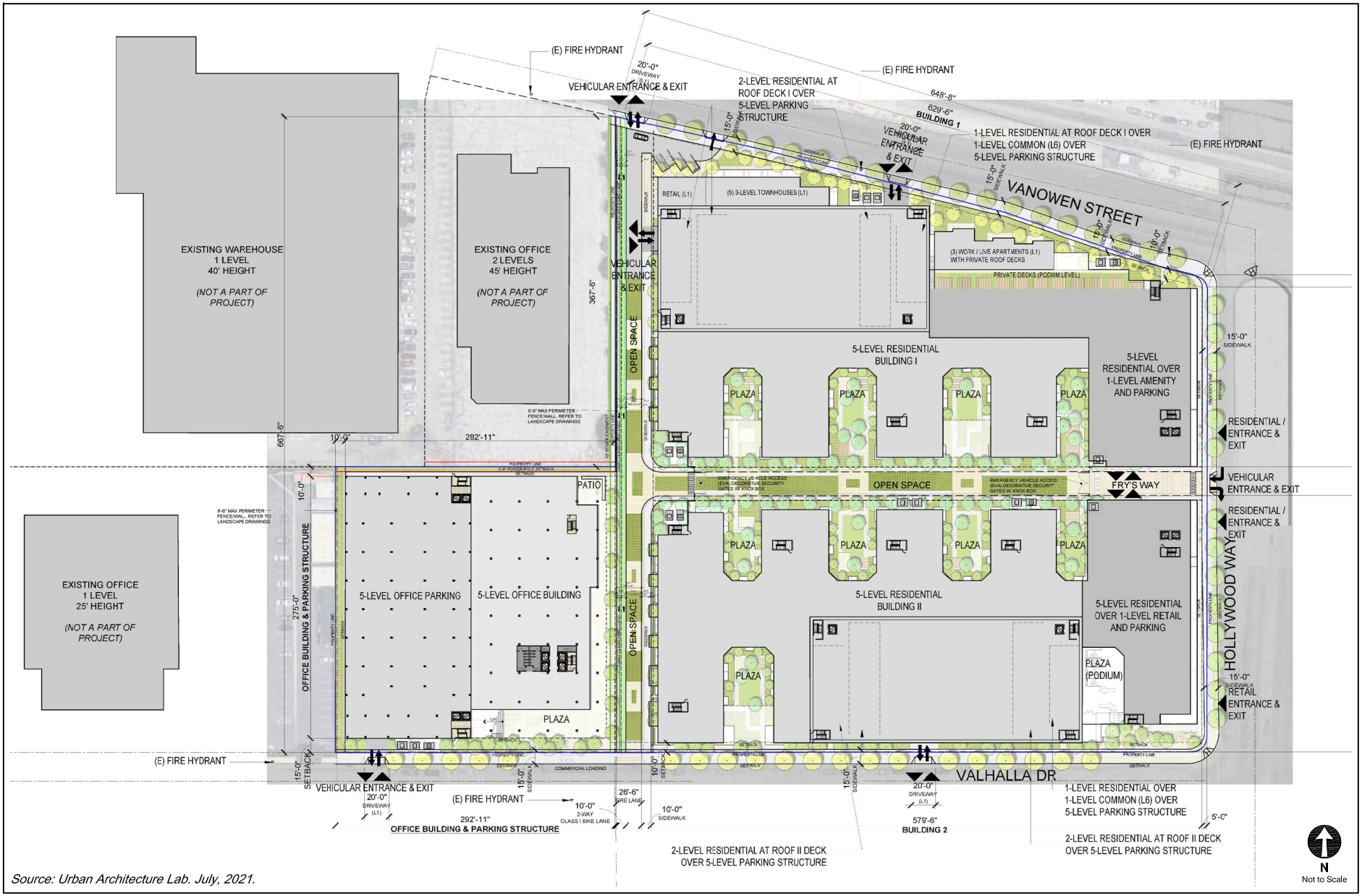
ORGANIZATION OF REPORT

This report is divided into five chapters, including this introduction. Chapter 2 describes the Project Context including the study area and existing and future cumulative transportation conditions. Chapter 3 details the CEQA Analysis of Transportation Impacts, which includes analysis of potential Project conflicts with existing transportation programs, plans, ordinances, or policies, analysis of vehicle miles traveled (VMT), analysis of potential hazards resulting from the Project's geometric design, and analysis of potential freeway queuing impacts. Chapter 4 presents the

Non-CEQA Transportation Analyses including intersection operational analysis, driveway analysis, and residential street cut-through analysis. Finally, Chapter 5 summarizes the analyses and study conclusions. The appendices contain supporting documentation.

PROJECT SITE LOCATION

FIGURE 1



Source: Urban Architecture Lab. July, 2021.

PROJECT SITE PLAN

FIGURE 2

Chapter 2
Project Context

This Chapter presents a comprehensive review of the existing and future transportation facilities within the Study Area, which is the area within approximately a one-mile radius of the Project Site. It includes a description of the existing freeway and street systems, public transit service, and pedestrian and bicycle circulation. It also provides a discussion of future or in-process development and infrastructure projects that are expected to be in place by Year 2026, which corresponds to the anticipated year of Project completion.

EXISTING TRANSPORTATION CONDITIONS

Existing Street System

The existing street system in the Study Area consists of a regional roadway system including freeways, major arterials, secondary arterials, collectors, and local streets that provide regional, sub-regional, or local access and circulation within the Study Area. Street classifications for roadways within the City are designated in *Chapter 4: Mobility Element* (Mobility Element) of *Burbank2035 General Plan Update* (City of Burbank, 2014) (Burbank2035 General Plan). The Mobility Element includes specific street definitions and design guidelines to illustrate how the street space is divided among roadway, sidewalk, parkway, and other components. The descriptions of each street type are supported by the required street dedications needed for future development. Per the Mobility Element, street classifications are defined as follows:

- Major Arterials are regional transportation corridors that are bounded by commercial and multi-family development. These corridors provide access to all transit modes, with the focus on regional transit and auto traffic. Pedestrian connections provide access from land uses to transit connections.
- Secondary Arterials are streets that serve local cross-town traffic and may also serve regional traffic. These streets provide access to local transit. Pedestrian connections are designed to encourage multi-purpose trips.

- Collectors are streets that provide access between local streets and arterials or that provide arterial street crossings for bicycles, pedestrians, and equestrians.

- Local Streets are residential or commercial streets that provide direct access to adjacent land uses.

The following is a brief description of the roadways in the Study Area, including their classifications under the Mobility Element:

Roadways

- N. Hollywood Way – N. Hollywood Way is a designated Major Arterial that travels in the north-south direction and is located adjacent to the eastern boundary of the Project Site. It provides two travel lanes in each direction with left-turn lanes at intersections and a two-way left-turn median south of Valhalla Drive. The travel lanes are approximately 10-11 feet wide. Unmetered parking is generally available on both sides of the street south of Valhalla drive, and Class II bicycle lanes are present on both sides of the street within the Study Area.

- Vanowen Street – Vanowen Street is a designated Collector in the Mobility Element that travels in the east-west direction and is located adjacent to the northern boundary of the Project Site. It provides one travel lane in each direction west of N. Hollywood Way and two travel lanes in each direction east of N. Hollywood Way, with a two-way left-turn lane. The travel lanes are approximately 10-11 feet wide. Unmetered parking is generally available on the south side of the street, and Class II bicycle lanes are present on both sides of the street within the Study Area.

- Empire Avenue – Empire Avenue is a designated Major Arterial that travels in the east-west direction and is located north of the Project Site. It provides two travel lanes in each direction with left-turn lanes at intersections and a two-way left-turn median. The travel lanes are approximately 10-11 feet wide. Unmetered parking is generally available on the north side of the street east of Naomi Street, on both sides of the street between Naomi Street and Ontario Street, and on south side of the street between Ontario Street and N. Hollywood Way.

- Victory Boulevard – Victory Boulevard is a designated Major Arterial that travels in the east-west direction and is located south of the Project Site. It provides two travel lanes in each direction with left-turn lanes at intersections and a two-way left-turn median. The travel lanes are approximately 10-11 feet wide. Unmetered parking is generally available on both sides of the street, and Class II bicycle lanes are present on both sides of the street within the Study Area.

- Burbank Boulevard – Burbank Boulevard is a designated Secondary Arterial that travels in the east-west direction and is located south of the Project Site. It provides two travel lanes in each direction with left-turn lanes at intersections and a two-way left-turn median. The travel lanes are approximately 10-11 feet wide. Unmetered parking is generally available on both sides of the street within the Study Area.

- Buena Vista Street – Buena Vista Street is a designated Secondary Arterial that travels in the north-south direction and is located east of the Project Site. It provides two travel lanes

in each direction with left-turn lanes at intersections and a two-way left-turn median. The travel lanes are approximately 10-11 feet wide. Unmetered parking is generally available on both sides of the street within the Study Area.

- San Fernando Boulevard – San Fernando is a designated Secondary Arterial that travels in the northwest-southeast direction and is located east of the Project Site. It provides two travel lanes in each direction with left-turn lanes at intersections and a two-way left-turn median. The travel lanes are approximately 10-11 feet wide. Unmetered parking is generally available on the southwest side of the street within the Study Area.

- Winona Avenue – Winona Avenue is a designated Collector that travels in the east-west direction and is located northeast of the Project Site. It provides two travel lanes in each direction. The travel lanes are approximately 10-11 feet wide. Unmetered parking is generally available on both sides of the street within the Study Area. Winona Avenue terminates at N. Hollywood Way to the west and N. San Fernando Boulevard to the east.

- Thornton Avenue – Thornton Avenue is a designated Collector that travels in the east-west direction and is located northeast of the Project Site. It provides one travel lane in each direction with left-turn lanes at intersections and a two-way left-turn median. The travel lanes are approximately 10-11 feet wide. Unmetered parking is generally available on both sides of the street within the Study Area. Thornton Avenue terminates at N. Hollywood Way to the west and N. Lincoln Street to the east.

- Clybourn Avenue – Clybourn Avenue is a designated Collector that travels in the north-south direction and is located west of the Project Site. It runs between Empire Avenue and Vanowen Street and serves as the border with the City of Los Angeles. This stretch of Clybourn Avenue provides one northbound travel lane and two southbound travel lanes. The travel lanes are approximately 10-11 feet wide. No parking is permitted on this stretch of Clybourn Avenue within the Study Area.

- Avon Street – Avon Street is a designated Local Street that travels in the east-west and north-south directions and is located northeast of the Project Site. It serves as a connector road between N. Hollywood Way and Empire Avenue. It provides one travel lane in each direction with turn lanes at N. Hollywood Way. The travel lanes are approximately 10-11 feet wide. No parking is permitted on either side of the street within the Study Area. Avon Street terminates at N. Hollywood Way to the northwest and Empire Avenue to the southeast.

- Valhalla Drive – Valhalla Drive is a designated Local Street that travels in the east-west direction and is located adjacent to the southern boundary of the Project Site. It provides one travel lane in each direction. The travel lanes are approximately 10-11 feet wide. Unmetered parking is generally available on the north side of the street and on the south side of the street west of Screenland Drive within the Study Area. Valhalla Drive becomes part of Memorial Park to the east and terminates at N. Hollywood Way to the west.

- Screenland Drive – Screenland Drive is a designated Local Street that travels in the north-south direction and is located south of the Project Site. It provides one travel lane in each direction. Unmetered parking is generally available on both sides of the street within the Study Area. Screenland Drive terminates at Valhalla Drive to the north.

Freeways are operated by the California Department of Transportation (Caltrans) and serve regional transportation needs. The following two freeways pass through the general study area:

- Interstate 5 (I-5): I-5 is an interstate freeway running in the northwest-southeast direction approximately 0.70 miles northeast of the Project Site. To the north it travels to Santa Clarita and beyond, and to the south it travels to downtown Los Angeles, Orange County and beyond. It provides access to the Study Area via interchanges at N. Hollywood Way, Buena Vista Street, and Empire Avenue (which completed major reconstruction in 2019).

- State Route 170 (SR 170): SR 170 is a state highway running in the north-south direction approximately 3.00 miles west of the Project Site. It travels between the SR 134 / US 101 interchange in North Hollywood and I-5 in Sun Valley. It provides access to the Study Area via an interchange at Victory Boulevard.

The Mobility Element street designations within the Study Area are shown in Figure 3.

Existing Pedestrian Facilities

The walkability of existing facilities is based on the availability of pedestrian routes necessary to accomplish daily tasks without the use of an automobile. These attributes are quantified by Walk Score and assigned a score out of 100 points. With the various commercial businesses and cultural facilities adjacent to residential neighborhoods, the walkability of the area is approximately 49 points.[1]

Along the Project frontage, sidewalks on both sides of Valhalla Drive, N. Hollywood Way, and the south side of Vanowen Street provide complete pedestrian connections. The sidewalks on N. Hollywood Way pass through a series of stairway pedestrian tunnels with portals on each side of the underpass between Valhalla Drive and Avon Street. The portals are located on the east side of N. Hollywood Way. N. Hollywood Way & Valhalla Drive (Intersection #8) provides crosswalk striping, Americans with Disabilities Act (ADA) accessible curb ramps, and pedestrian phasing near the Project Site along the west and south legs. However, the crosswalks along the south legs of the Vanowen Avenue ramps to/from N. Hollywood Way (Intersections #2 and #3) are

[1] Walk Score (www.walkscore.com) rates the Project Site with a score of 49 of 100 possible points (scores accessed on June 6, 2021, for 2311 N. Hollywood Way). Walk Score calculates the walkability of specific addresses by considering the ease of living in the neighborhood with a reduced reliance on automobile travel.

missing ADA curb ramps on two curbs, thereby not providing a continuous ADA-accessible path between the Project Site and the N. Hollywood Way pedestrian portal.

Existing Bicycle System

Based on *City of Burbank Bicycle Master Plan* (City of Burbank, December 2009) (Bicycle Master Plan), the existing bicycle system consists of a limited network of bicycle paths separated from any street or highway (Class I), bicycle lanes striped for one way travel on a street or highway (Class II), bicycle routes or "sharrows" provided for shared use with pedestrian or vehicle traffic and identified only by signage (Class III), and Bicycle Boulevards defined as low-traffic neighborhoods streets that have been optimized for bicycling with a combination of Class III signage and traffic calming treatments. There are currently Class II bicycle lanes on both sides of N. Hollywood Way north of Pacific Avenue, Class II bicycle lanes on both sides of Vanowen Street west of N. Hollywood Way, and Class II bicycle lanes on both sides of Victory Boulevard within the Study Area. The existing bicycle network is illustrated in Figure 4.

Existing Transit System

The Project Study Area is served by a bus and rail public transportation system operated by BurbankBus, Metrolink, Amtrak, and the Los Angeles County Metropolitan Transportation Authority (Metro). Figure 5 illustrates the existing transit service and transit stops within the Study Area.

The transit routes with stops within 0.25 miles of the Project Site include the following:

BurbankBus

- NoHo to Airport Route, service approximately every 30 minutes[2]

Metrolink

- Ventura County Line, service approximately every hour during the morning and afternoon peak hours

[2] The City plans to restore pre-COVID service frequencies, which include 15-minute peak headways, 20-minute base headways, and 45-minute evening headways, in Fiscal Year 2021-2022.

Amtrak

- Pacific Surfliner, service approximately three times daily

Metro[3]

- Line 90, service approximately every 27 minutes in the morning peak hours and every 30 minutes in the afternoon peak hours
- Line 94, service approximately every 16 minutes in the morning peak hours and every 17 minutes in the afternoon peak hours
- Line 165, service approximately every 16 minutes in the morning peak hours and every 17 minutes in the afternoon peak hours
- Line 169, service approximately every 60 minutes in the morning and afternoon peak hours
- Line 222, service approximately every 24 minutes in the morning peak hours and every 26 minutes in the afternoon peak hours
- Line 294, service approximately every 30 minutes in the morning and afternoon peak hours

FUTURE TRANSPORTATION CONDITIONS

Related Projects

This study considered the effects of the Related Projects on traffic volumes. A list of major development projects within the City is maintained by CDD and is current as of May 2021. Those major projects within the Study Area are detailed in Table 1 and their approximate locations are shown in Figure 6. Other major projects were determined to be too far from the Study Area to substantially affect traffic conditions and, therefore, were not included.

[3] Metro service routes and frequencies are current based on the Metro Next Generation Bus Study at the time of publishing this report.

Future Roadway Improvements

The analysis of Future Conditions accounted for roadway improvements that were funded and reasonably expected to be implemented prior to the buildout of the Project. Any roadway improvement that would result in changes to the physical configuration at the study intersections would be incorporated into the analysis.

Two major intersection improvements would be implemented by Related Projects #3 (Avion) and #4 (Hollywood Burbank Airport Terminal Replacement Project). Avion would widen N. Hollywood Way to provide an additional through lane in each direction at Winona Avenue (Intersection #5) and Thornton Avenue (Intersection #6). The Hollywood Burbank Airport Terminal Replacement Project would modify Intersection #5 (N. Hollywood Way & Winona Avenue) to provide additional eastbound capacity as the access point for the new airport terminal.

The following plans were also evaluated for their potential effects on the future roadway configurations.

Mobility Element. In the Mobility Element, the City identifies citywide mobility goals and policies to enhance pedestrian, bicycle, and transit service throughout the City while minimizing neighborhood impacts. The Project Site falls within the Magnolia Park Neighborhood Protection Program, which advocates for appropriate traffic management strategies to be employed alongside specific development projects. The Project would be consistent with the mobility goals and policies and would not preclude future improvements. Table 2 outlines the Project's compatibility with the Mobility Element goals and policies.

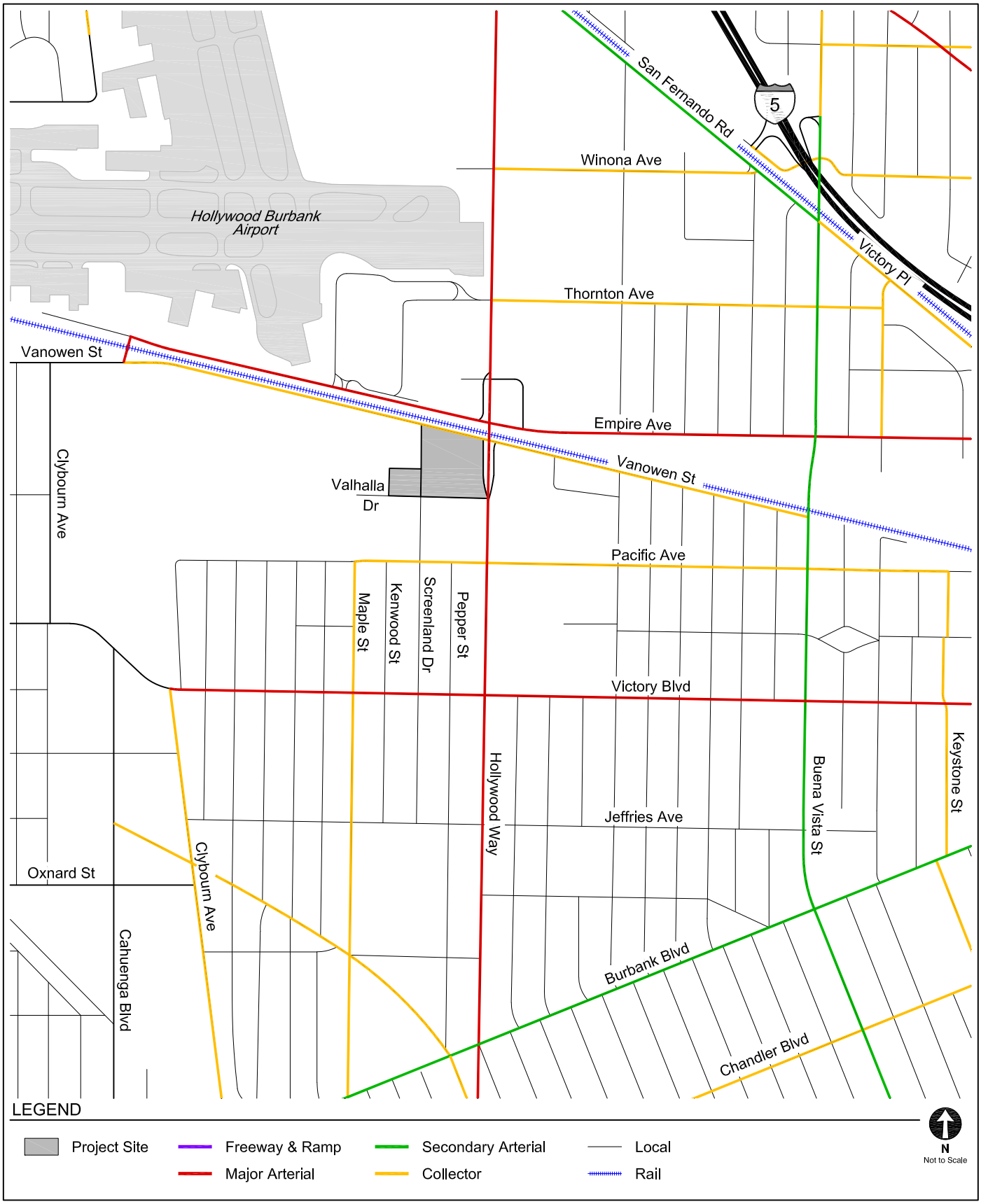
Bicycle Master Plan. The Bicycle Master Plan identifies several priority bicycle projects within the Study Area, including:

- Class III bicycle routes on Empire Avenue form Clybourn Avenue to Buena Vista Street
- Class II bicycle lanes on Empire Avenue from Buena Vista Street to San Fernando Boulevard
- Class I Pacific Park-Vanowen Path from Vanowen Street to Pacific Avenue

The timing and details of implementation for these projects is unknown, and as they are not expected to affect lane configurations at study intersections, no changes were assumed in the analyses.

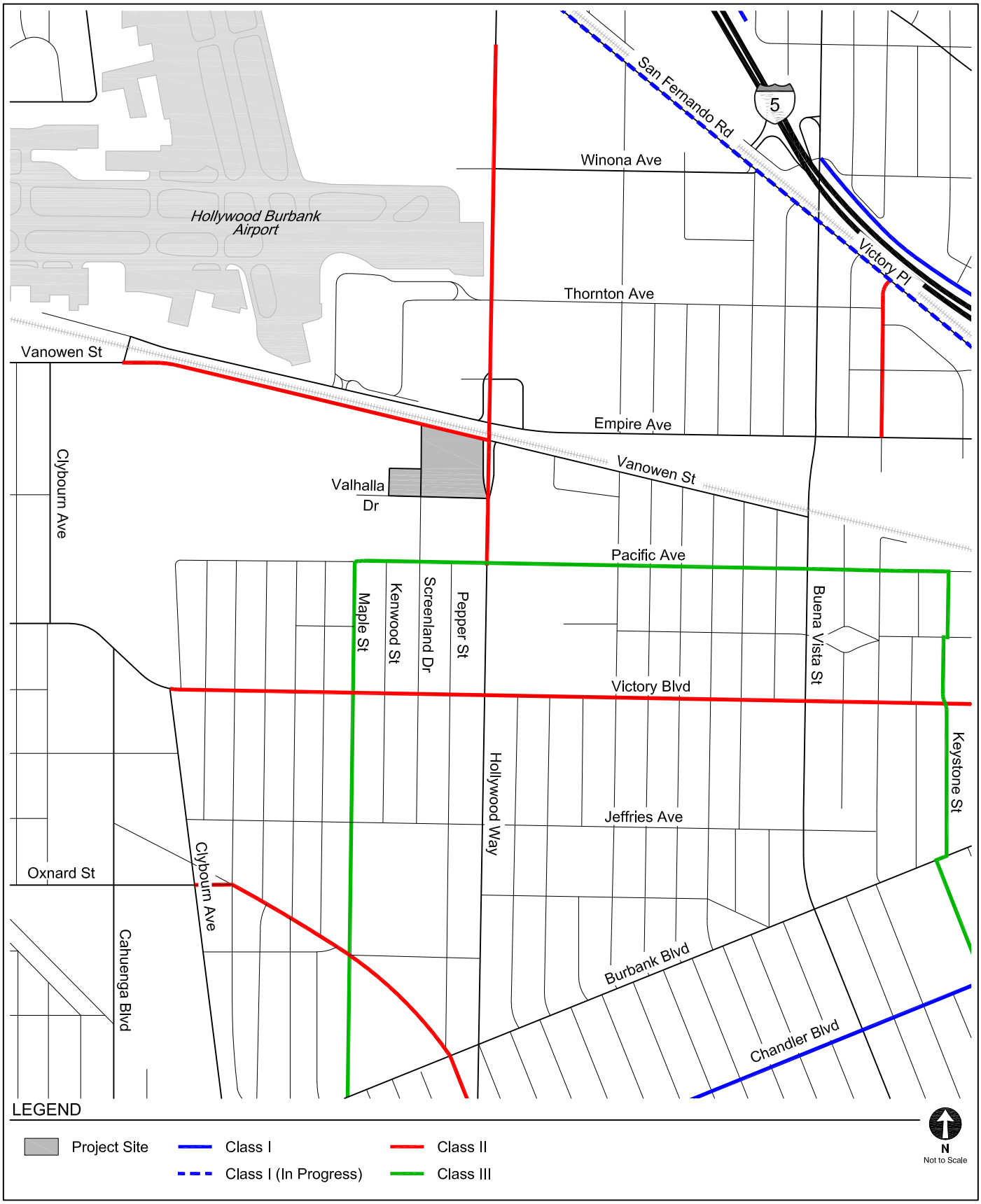
Complete Streets Plan. *Complete Streets Plan* (City of Burbank, June 2020) (Complete Streets Plan) contains the City's goals and policies for the future improvements of City streets. Within the Study Area, the N. Hollywood Way at Empire Avenue Underpass Improvement Project is a long-term priority project that seeks to construct separated elevated sidewalks along the underpass, provide ADA accessibility, and enhance roadway and pedestrian lighting. This project will enhance pedestrian safety and improve first/last mile connectivity adjacent to the Project Site; however, this project would not affect vehicular roadway or intersection configurations.

Safe Routes to School. The Citywide Safe Routes to School Plan is a short-term priority project of the Complete Streets Plan that seeks to conduct site assessments and create conceptual plans for traffic safety improvements at all 27 schools throughout the City. This plan intends to expand the City's local all-way stop and 15 miles per hour (mph) school speed zone criteria to enhance pedestrian safety in the school focus areas. The nearest school to the Project Site is Providencia Elementary School, located 0.25 miles southeast of the Project Site. Currently, there is no schedule for implementation for specific safety improvements; thus, no changes to the future intersection configurations were considered due to this program.



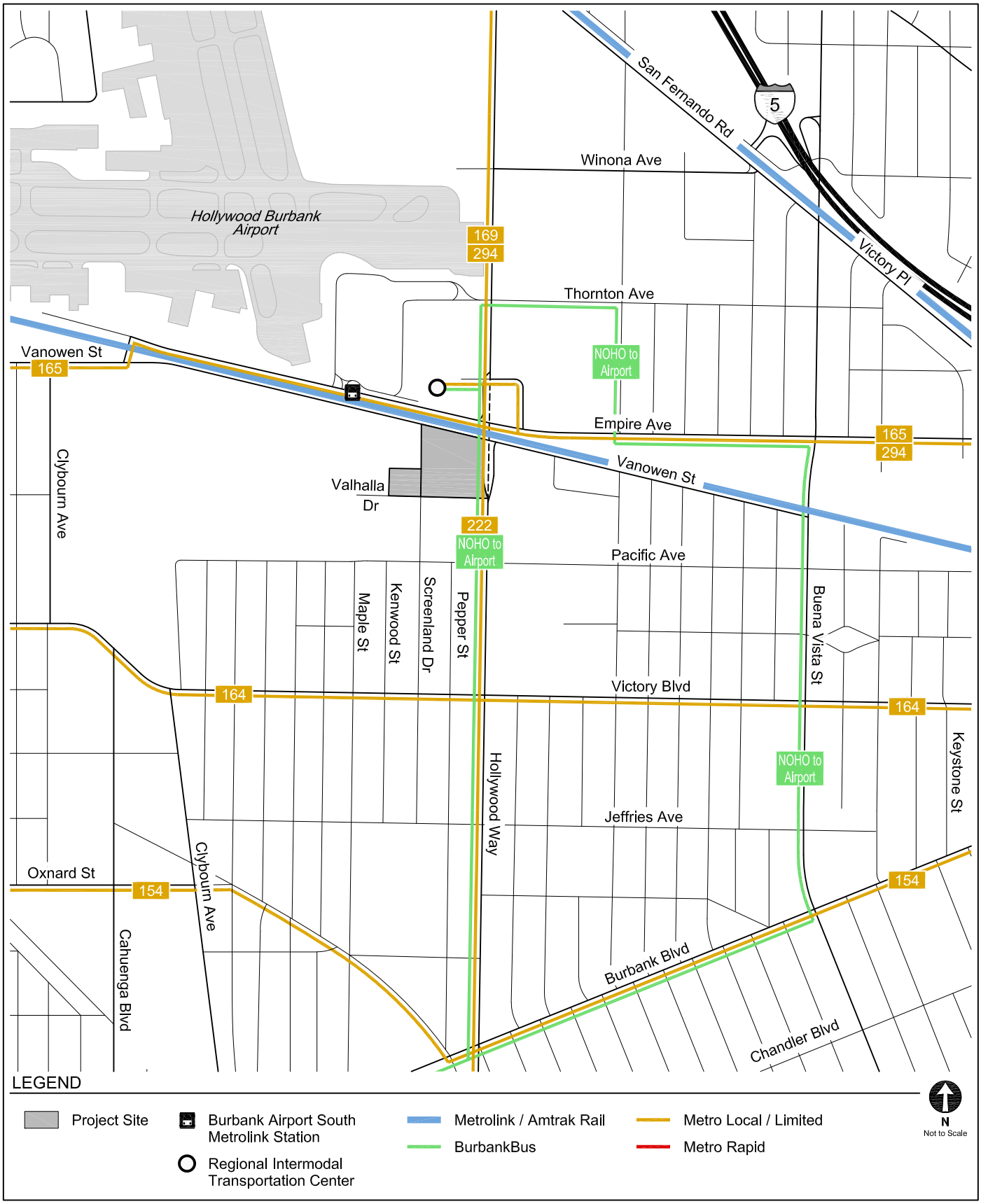
MOBILITY ELEMENT STREET DESIGNATIONS

FIGURE 3



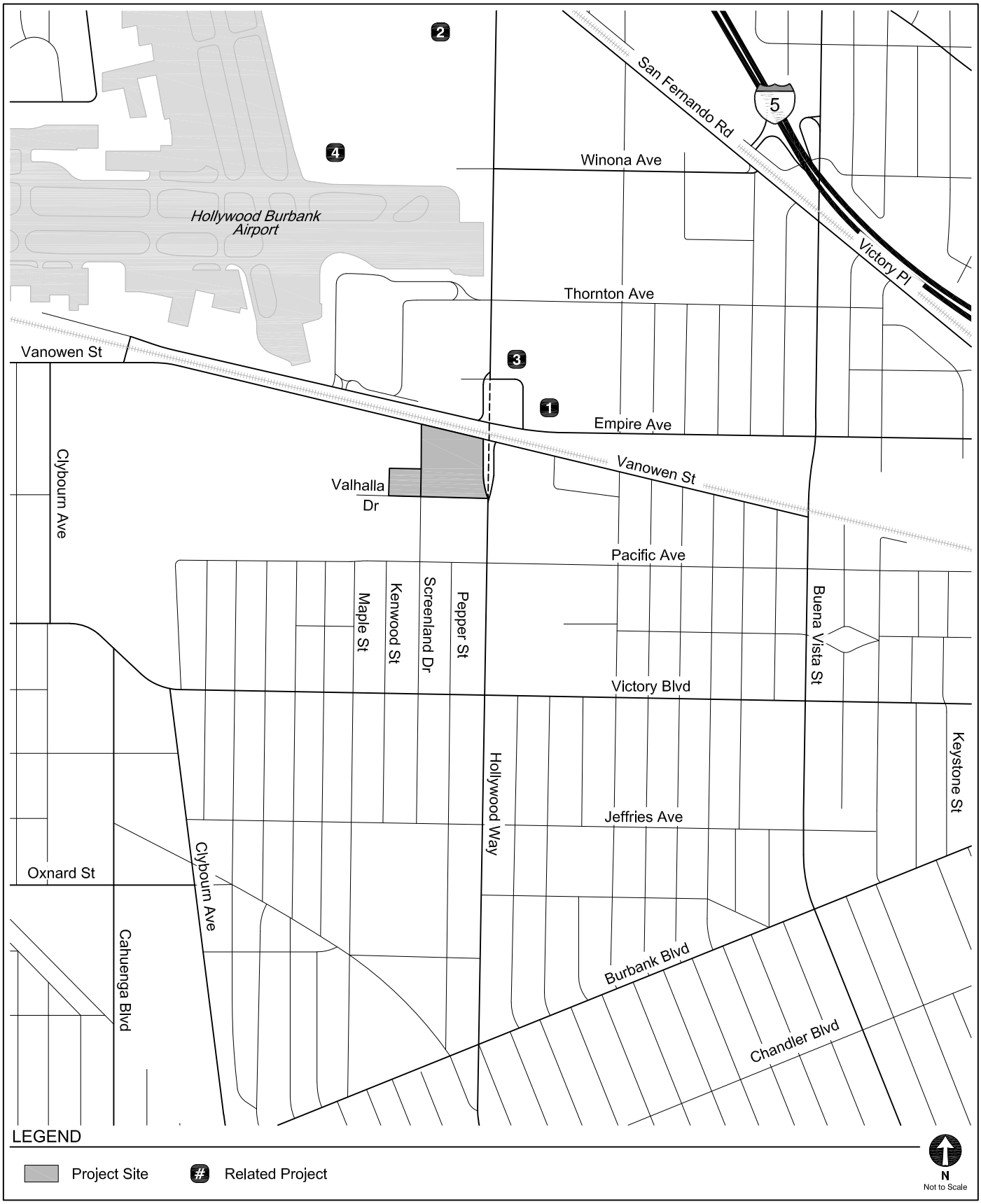
EXISTING BICYCLE NETWORK

FIGURE 4



EXISTING TRANSIT SERVICE

FIGURE 5



LOCATIONS OF RELATED PROJECTS

FIGURE 6

TABLE 1
RELATED PROJECTS

No	Project Name and Address	Description	Trip Generation [a]						
			Daily	Morning Peak Hour			Afternoon Peak Hour		
				In	Out	Total	In	Out	Total
1.	Media Studios North Expanded Entitlement *3377 W. Empire Avenue*	87,447 sf office	903	132	17	149	27	135	162
2.	Avion *3001 N. Hollywood Way*	1,014,890 sf industrial park, 166 room hotel, 142,250 sf office, 7,740 sf restaurant, and 7,740 sf retail	8,984	723	174	897	286	842	1,128
3.	Aloft Hotels & Residence Inn *2500 N. Hollywood Way*	420 room hotel and 5,700 sf restaurant	4,099	115	80	195	140	135	275
4. [b]	Hollywood Burbank Airport Terminal Replacement Project	Replace existing passenger terminal with new terminal accessed from N. Hollywood Way at Winona Avenue	23,787	827	772	1,599	762	859	1,621

Notes:

Related Project list developed from the City's current Major Projects list. Other Major Projects were determined to be too far from the Study Area to affect traffic conditions.

[a] Trip generation estimates provided by City of Burbank except where noted.

[b] Trip generation estimate from Table K-16 of *Draft Environmental Impact Statement for the Proposed Replacement Passenger Terminal Project, Bob Hope "Hollywood Burbank" Airport* (U.S. Department of Transportation and Federal Aviation Authority, August 2020) based on Interim Year 2024 conditions. It represents total traffic to and from the replacement passenger terminal. However, these trips are not new to the street system; rather, they are relocated from the existing passenger terminal accessed from N. Hollywood Way at Thornton Avenue.

Chapter 3
CEQA Analysis of Transportation Impacts

This chapter presents the results of an analysis of CEQA-related transportation impacts. Should any significant impacts of the Project be identified, mitigation measures would be required. Based on the City Guidelines, the following CEQA analyses must be conducted:

1. CEQA Transportation Policy Analysis
2. CEQA VMT Analysis
3. CEQA Safety Analysis: Site Analysis and Circulation
4. CEQA Safety Analysis: Freeway Queuing

Each of the analyses above are addressed in Sections 3A through 3D.

Section 3A

CEQA Transportation Policy Analysis

The first CEQA analysis assesses whether a project would conflict with an adopted program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities. The City Guidelines provide examples of potential impacts including:

- Interfering with existing bicycle facilities or precluding the construction of future bicycle facilities identified in the Bicycle Master Plan or Complete Streets Plan
- Failing to conform to sidewalk standards in the Mobility Element
- Introducing barriers to pedestrian circulation or impacting existing pedestrian paths of travel, amenities, or improvements identified in the Mobility Element or Complete Streets Plan
- Impacting existing or future transit facilities or impacting transit service

In consultation with CDD staff, the relevant programs, plans, ordinances, and policies are found in the Mobility Element, the Bicycle Master Plan, and the Complete Streets Plan. The Project's consistency with each of these documents is reviewed below. A fourth document, the City Transportation Demand Management (TDM) Ordinance, would apply to the Project; however, the Project is not located within the Burbank Center Plan area or the Media District Specific Plan areas, which contain specific objectives.

Additionally, one regional document, *Connect SoCal – The 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy of the Southern California Association of Governments* (Southern California Association of Governments, Adopted September 2020) (RTP/SCS), was reviewed.

MOBILITY ELEMENT OF THE BURBANK2035 GENERAL PLAN

The Mobility Element, in conjunction with the Land Use Element of the Burbank2035 General Plan, is designed to ensure that the City maintains adequate circulation and transportation facilities as the City grows. It also guides implementation of regional transportation management plans and policies. The Mobility Element identifies a series of policies designed to support nine broad goals. A detailed analysis of the Project's potential conflicts with the specific policies of the Mobility Element is provided in Table 2.

As shown in Table 2, the Project does not conflict with any of the policies of the Mobility Element. It is specifically consistent with policies that promote a multi-modal transportation system, connections to transit, and enhanced pedestrian and bicycle access (Policies 1.1, 2.1, 3.2, 3.3, 3.5, 4.7, 4.8, 5.1 through 5.5, 8.3, 9.2, and 9.3) because it would widen sidewalks on all public street frontages (meeting or exceeding the standards from Table M-2 of the Mobility Element), retain existing bicycle lanes on Vanowen Street and N. Hollywood Way and install a new protected bike path on the west side of Screenland Drive between Vanowen Street and Valhalla Drive, and provide two pedestrian paseos (Screenland Drive and Fry's Way). Additionally, consistent with policies advising against acquiring right-of-way (ROW) to widen roads (Policies 1.2, 1.6, 3.4), the Project would not widen any public roadway and would only dedicate land to widen public sidewalks.

As detailed in Section 3B, the Project supports policies that reduce VMT and greenhouse gas (GHG) emissions and improve air quality (Policies 2.5, 8.1, 8.2) by resulting in a lower-than-average VMT per capita and by implementing design features described to further reduce VMT and, thus, reduce GHG emissions, and improve air quality.

The Project also does not conflict with policies that encourage adequate roadway capacity to accommodate vehicles on arterials and prevent spillover to residential streets (Policies 1.4, 6.1 through 6.3) because, as shown in Chapter 4, the Project traffic would not add substantially to congestion or delay on arterial streets and identifies measures to minimize Project traffic on residential streets.

The Project would, therefore, not conflict with any Mobility Element policies.

BICYCLE MASTER PLAN

The Bicycle Master Plan is the City's comprehensive plan to establish a bicycling culture through development of a safe and effective bikeway network and extensive community outreach and education programs. It has an overarching goal of 5% of all trips in the City being made by bicycle by the year 2035. A detailed analysis of the Project's potential conflicts with the specific policies and objectives of the Bicycle Master Plan is provided in Table 3.

As shown in Table 3, the Project does not conflict with any of the policies or objectives of the Bicycle Master Plan. The Project would contribute to the implementation of the City's bicycle network by directly installing and maintaining a portion of a priority bicycle lane identified in the Bicycle Master Plan. The Project would install an off-street, protected bike path along Screenland Drive, a publicly accessible private paseo through the Project Site, between Vanowen Street and Valhalla Drive. The Bicycle Master Plan identifies this route, extending south an additional block to Pacific Avenue, as a secondary priority bikeway project. This implementation directly supports Policies 1 through 3 and Objectives A through C.

The Project would also support Policies 4 and 5 by widening sidewalks on all public street frontages, retaining existing bicycle lanes on Vanowen Street and N. Hollywood Way, installing the forementioned protected bike path on the Screenland Drive paseo, and providing an internal open promenade (Fry's Way) for pedestrian and bicycle use. It would support Objective E by providing long-term and short-term bicycle parking for residents, employees, and visitors in accordance with City requirements. It would support Objectives F through H by increasing bicycle trips by providing a mixed-use development near high-quality transit and implementing bicycle connections.

It would not conflict with Policy 6 because the Project's residential access would be located on or close to arterial streets in accordance with the policy. While Project traffic may nonetheless travel on residential streets, the Project would fund improvements to minimize this traffic, as described in Section 4E.

The Project would, therefore, not conflict with any Bicycle Master Plan policies or objectives.

COMPLETE STREETS PLAN

The Complete Streets Plan is the City's action plan and implementation guide for building better neighborhoods through street design. It establishes design and modal priorities, evaluation metrics, and policy recommendations for pedestrian, transit, bicycle, and vehicular transportation, as well as landscaping and technology policies. The Complete Streets Plan was developed with extensive data collection, community input, and review of best practices.

The Complete Streets Plan identifies a series of roadway priorities, including streets adjacent to the Project Site. Vanowen Street is designated as both a pedestrian and bicyclist priority street. N. Hollywood Way is designated as a pedestrian, bicyclist, transit, and motorist priority street – all travel modes are important on N. Hollywood Way. The Project specifically supports pedestrian and bicycle modes by widening the sidewalks on all public frontage (including Vanowen Street and N. Hollywood Way) and retaining the existing bicycle lanes on those streets. The Project would provide extensive landscaping along the public streets, including double rows of trees along Vanowen Street and Valhalla Drive and a single row of trees along N. Hollywood Way. Additionally, Screenland Drive would be equipped with sidewalks and protected bike paths through the Project Site, adding pedestrian and bicycle connectivity for both Project and community use. The Project supports a proposal by City staff to potentially add bicycle connectivity (Class II or Class III) along the south side of the Project Site on Valhalla Drive between Screenland Drive and N. Hollywood Way.

These improvements support several goals identified in Section 4C of the Complete Streets Plan, including Goals #3 (build better neighborhoods), #5 (foster a healthier Burbank), #9 (spread shade and shelter), and #10 (be proactive [by promoting active transportation options]). They also support the policy recommendations identified for pedestrians and bicyclists in Chapters 5 and 7 and for green infrastructure in Chapter 9.

The Complete Streets Plan also identifies a long-term priority project adjacent to the Project Site. The N. Hollywood Way at Empire Avenue Underpass Project would construct elevated sidewalks along N. Hollywood Way where it travels under Vanowen Street, Empire Avenue, and the train tracks just east of the Project Site. This project would improve pedestrian safety and access for people with disabilities. The on-street bicycle lanes would be retained. The Project does not impede the City's ability to implement this improvement.

The Project would not conflict with any of the goals or policy recommendations in the Complete Streets Plan.

RTP/SCS

The RTP/SCS presents a long-term vision for the region's transportation system through Year 2045 and balances the region's future mobility and housing needs with economic, environmental, and public health goals. It sets air quality improvement and GHG reduction goals and policies to meet them.

The Project includes a mix of multi-family housing units, office uses, and community-serving commercial uses. As detailed in Section 3B, the Project would generate at least 15% lower VMT per capita than the Los Angeles County (County) average and, this, would result in a less-than-significant VMT impact. The Project would further reduce single occupancy trips to the Project Site through TDM strategies, as also summarized in Section 3B. The Project would also contribute to the productivity and use of the regional transportation system by providing housing and employment near high-quality transit and encourage active transportation through wider sidewalks, retained and new bicycle lanes, provision of bicycle parking, and attractive landscaping elements, consistent with RTP/SCS goals. Thus, the Project encourages a variety of transportation options and is consistent with the RTP/SCS goal of maximizing mobility and accessibility in the region. It does not conflict with any policy of the RTP/SCS.

CUMULATIVE ANALYSIS

In addition to potential Project-specific impacts, CEQA requires that the Project be reviewed in combination with nearby Related Projects to determine if there may be a cumulatively significant impact resulting from inconsistency with a particular program, plan, policy, or ordinance. All of the Related Projects are located north or northeast of the Project Site.

Similar to the Project, the Related Projects would be individually responsible for complying with relevant plans, programs, ordinances, or policies addressing the circulation system. As demonstrated above, the Project does not conflict with, and is consistent with, all plans, programs,

ordinances, and policies. Thus, the Project would not contribute to cumulative impacts with respect to consistency with each of the plans, ordinances, or policies reviewed.

TABLE 2
PROJECT CONFLICTS WITH MOBILITY ELEMENT OF THE GENERAL PLAN

Objective, Policy, Program, or Plan [a]	**Analysis of Project Conflicts**
Goal 1 – Balance	
Policy 1.1 Consider economic growth, transportation demands, and neighborhood character in developing a comprehensive transportation system that meets Burbank's needs.	**No Conflict.** The Project incorporates a publicly accessible private street (Screenland Drive) and an internal open promenade (Fry's Way) to provide multi-modal access to the various Project Site uses. It also provides minimum 12-foot-wide public sidewalks on all public frontage, which meets or exceeds the standards from Table M-2 of the Mobility Element.
Policy 1.2 Recognize that Burbank is a built-out city and wholesale changes to street rights-of-way are infeasible.	**No Conflict.** The Project does not propose change to public rights-of-way, other than dedications on Vanowen Street and Hollywood Way to provide wider public sidewalks. No roadways would be widened.
Policy 1.3 Maintain and enhance the city's traditional street and alleyway grid network.	**No Conflict.** The Project incorporates two publicly accessible bicycle and pedestrian paseos, one of which is aligned with an existing local street (Screenland Drive) and another of which connects Screenland Drive to N. Hollywood Way (Fry's Way). It does not remove any streets or alleys.
Policy 1.4 Ensure that future land uses can be adequately served by the planned transportation system.	**No Conflict.** An operations analysis was conducted in accordance with City Guidelines to ensure that there is adequate transportation capacity to accommodate Project traffic. The study, provided in Chapter 4, confirms that there is adequate capacity at the studied locations.
Policy 1.5 Design transportation improvements to be compatible with the scale and design of existing infrastructure.	**No Conflict.** The Project does not propose any physical changes to the public roadway network.
Policy 1.6 Use technology and intelligent transportation systems to increase street system capacity and efficiency as an alternative to street widening.	**No Conflict.** The Project does not propose any physical changes to the public roadway network, including widening.
Policy 1.7 Ensure that the transportation system enables Burbank residents, employees, and visitors opportunity to live, work, and play throughout the community.	**No Conflict.** The Project does not propose any physical changes to the public roadway network that could impede City residents, employees, and visitors from living, working, or playing. The Project provides new housing and space for new jobs in close proximity to each other and to high-quality public transit.

TABLE 2 (CONTINUED)
PROJECT CONFLICTS WITH MOBILITY ELEMENT OF THE GENERAL PLAN

Objective, Policy, Program, or Plan [a]	**Analysis of Project Conflicts**
Goal 2 – Sustainability	
Policy 2.1 Improve Burbank's alternative transportation access to local and regional destinations through land use decisions that support multimodal transportation.	**No Conflict.** The Project includes a mix of residential, office, and restaurant uses adjacent to high-quality public transit. It widens sidewalks on all public frontage and provides two internal bicycle and pedestrian paseos (Screenland Drive and Fry's Way). There are also bicycle lanes on N. Hollywood Way and Vanowen Street adjacent to the Project Site.
Policy 2.2 Weigh the benefits of transportation improvements, policies, and programs against the likely external costs.	**No Conflict.** Policy 2.2 is intended for implementation by the City rather than at the project level.
Policy 2.3 Prioritize investments in transportation projects and programs that support viable alternatives to automobile use.	**No Conflict.** Policy 2.3 is intended for implementation by the City rather than at the project level.
Policy 2.4 Require new projects to contribute to the city's transit and/or non-motorized transportation network in proportion to its expected traffic generation.	**No Conflict.** The Project would pay applicable transportation improvement fees for commercial land uses in accordance with BMC Section 10-1-22.
Policy 2.5 Consult with local, regional, and state agencies to improve air quality and limit greenhouse gas emissions from transportation and goods movement.	**No Conflict.** Policy 2.5 is intended for implementation by the City rather than at the project level. Section 3.B demonstrates that the Project would have a less-than-significant impact on VMT. Lower VMT results in lower greenhouse gas emissions and improved air quality. Additionally, the Project is designed with a reduced parking supply and would implement pedestrian and bicycle improvements as described in Section 3B which would further reduce VMT and thus further reduce greenhouse gas emissions and improve air quality.
Goal 3 – Complete Streets	
Policy 3.1 Use multi-modal transportation standards to assess the performance of the City street system.	**No Conflict.** Policy 3.1 is intended for implementation by the City rather than at the project level. An operations analysis was conducted in accordance with City Guidelines to ensure that there is adequate transportation capacity to accommodate Project vehicular traffic.

TABLE 2 (CONTINUED)
PROJECT CONFLICTS WITH MOBILITY ELEMENT OF THE GENERAL PLAN

Objective, Policy, Program, or Plan [a]	**Analysis of Project Conflicts**
Policy 3.2 Complete city streets by providing facilities for all transportation modes.	**No Conflict.** The Project widens sidewalks on all public frontage and provides an internal open promenade (Fry's Way) for pedestrian use. There are existing bicycle lanes on Hollywood Way and Vanowen Street adjacent to the Project Site and high-quality public transit nearby. The Project incorporates a publicly accessible private street (Screenland Drive) with Class II bicycle lanes on both sides. It therefore serves the primary transportation modes of pedestrian, bicycle, public transit, and vehicle.
Policy 3.3 Provide attractive, safe street designs that improves transit, bicycle, pedestrian, and equestrian connections between homes and other destinations.	**No Conflict.** The Project includes a mix of residential, office, and restaurant uses adjacent to high-quality public transit. It widens sidewalks on all public frontage and provides an internal open promenade (Fry's Way) for pedestrian use. There are bicycle lanes on Hollywood Way and Vanowen Street adjacent to the Project Site, and the Project would incorporate Class II bicycle lanes on Screenland Drive, a publicly accessible private street through the Project Site. There are no equestrian uses in the vicinity of the Project Site.
Policy 3.4 All street improvements should be implemented within the existing right-of-way. Consider street widening and right-of-way acquisition as methods of last resort.	**No Conflict.** The Project does not propose change to public rights-of-way, other than dedications on Vanowen Street and Hollywood Way to provide wider public sidewalks. No roadways would be widened.
Policy 3.5 Design street improvements so they preserve opportunities to maintain or expand bicycle, pedestrian, and transit systems.	**No Conflict.** The Project widens sidewalks on all public frontages. It retains existing bicycle lanes on Vanowen Street and Hollywood Way adjacent to the Project Site and would incorporate Class II bicycle lanes on Screenland Drive, a publicly accessible private street through the Project Site. No other street improvements are proposed
Goal 4 – Transit	
Policy 4.1 New Technologies Ensure that local transit service is reliable, safe, and provides high-quality service to major employment centers, shopping districts, regional transit centers, and residential areas.	**No Conflict.** Policy 4.1 is intended for implementation by the City rather than at the project level. The Project would not impede existing or future transit service.
Policy 4.2 Use best-available transit technology to better link local destinations and improve rider convenience and safety, including specialized services for youth and the elderly.	**No Conflict.** The Project locates housing and employment opportunities in one of the identified Mobility Element Transit Centers, thereby encouraging travel by transit.

TABLE 2 (CONTINUED)
PROJECT CONFLICTS WITH MOBILITY ELEMENT OF THE GENERAL PLAN

Objective, Policy, Program, or Plan [a]	**Analysis of Project Conflicts**
Policy 4.3 Improve and expand transit centers; create a new transit center in the Media District.	**No Conflict.** The Project locates housing and employment opportunities in one of the identified Mobility Element Transit Centers, thereby encouraging travel by transit.
Policy 4.4 Advocate for improved regional bus transit, bus rapid transit, light rail, or heavy rail services linking Burbank's employment and residential centers to the rest of the region.	**No Conflict.** The Project locates housing and employment opportunities within walking distance of the Burbank Airport South Metrolink Station providing train service to Ventura County, downtown Los Angeles, and Orange County. It is also located near several local and regional bus lines.
Policy 4.5 Improve transit connections with nearby communities and connections to Downtown Los Angeles, West San Fernando Valley, Hollywood, and the Westside.	**No Conflict.** The Project locates housing and employment opportunities within walking distance of the Burbank Airport South Metrolink Station and several local and regional bus lines, linking the Project to nearby communities via transit, including downtown Los Angeles and the West San Fernando Valley.
Policy 4.6 Proactively plan for transit deficiencies should Los Angeles County Metropolitan Transportation Authority make cutbacks to local service.	**No Conflict.** Policy 4.6 is intended for implementation by the City rather than at the project level. The additional public transit ridership that the Project would generate could help to encourage maintenance of the transit routes serving the Study Area.
Policy 4.7 Integrate transit nodes and connection points with adjacent land uses and public pedestrian spaces to make them more convenient to transit users.	**No Conflict.** The Project Site is across Vanowen Street from the Metrolink Burbank Airport South train station. There is an existing pedestrian crosswalk across Vanowen Street located approximately 420 feet west of the Project Site. The Project would widen the public sidewalk along all public frontage, enhancing the pedestrian connections to the train station and other public transit on Hollywood Way. The Project would also create a protected bike path from Valhalla Street to Vanowen Street, linking the Metrolink Station to the neighborhoods south of the Project Site.
Policy 4.8 Promote multimodal transit centers and stops to encourage seamless connections between local and regional transit systems, pedestrian and bicycle networks, and commercial and employment centers.	**No Conflict.** The Project Site is located near high-quality transit. It would widen sidewalks and retain existing bicycle lanes on Vanowen Street and Hollywood Way, as well as install a new protected bike path on the Screenland Drive Paseo.
Policy 4.9 Support efforts to create a seamless fare-transfer system among different transportation modes and operators.	**No Conflict.** Policy 4.9 is intended for implementation by the City rather than at the project level.

TABLE 2 (CONTINUED)
PROJECT CONFLICTS WITH MOBILITY ELEMENT OF THE GENERAL PLAN

Objective, Policy, Program, or Plan [a]	**Analysis of Project Conflicts**
Policy 4.10 Actively promote public-private partnerships for transit-oriented development opportunities.	**No Conflict.** Policy 4.10 is intended for implementation by the City rather than at the project level. The Project, a transit-oriented development, is proposed by a private developer.
Goal 5 – Bicycle and Pedestrian Mobility	
Policy 5.1 Maximize pedestrian and bicycle safety, accessibility, connectivity, and education throughout Burbank to create neighborhoods where people choose to walk or ride between nearby destinations.	**No Conflict.** The Project widens sidewalks on all public frontage and provides two internal open promenades (Screenland Drive and Fry's Way) for pedestrian and bicycle use, including a protected bike path on Screenland Drive. There are existing bicycle lanes on N. Hollywood Way and Vanowen Street adjacent to the Project Site and high-quality public transit nearby. It therefore improves pedestrian and bicycle safety, accessibility, and connectivity.
Policy 5.2 Implement the Bicycle Master Plan by maintaining and expanding the bicycle network, providing end-of-trip facilities, improving bicycle/transit integration, encouraging bicycle use, and making bicycling safer.	**No Conflict.** The Project provides a mix of uses, including residential, office, and restaurant uses, at a site served by existing bicycle lanes on N. Hollywood Way and Vanowen Street. The Project incorporates a protected bike path on the Screenland Drive paseo. It also would provide long-term and short-term bicycle/ parking for residents, employees, and visitors.
Policy 5.3 Provide bicycle connections to major employment centers, shopping districts, residential areas, and transit connections.	**No Conflict.** The Project provides a mix of uses, including residential, office, and restaurant uses, at a site served by existing bicycle lanes on N. Hollywood Way and Vanowen Street and located near high-quality transit. The Project incorporates a protected bike path on the Screenland Drive paseo.
Policy 5.4 Ensure that new commercial and residential developments integrate with Burbank's bicycle and pedestrian networks.	**No Conflict.** The Project, which provides residential and commercial uses, widens public sidewalks, and connects to existing bicycle lanes on N. Hollywood Way and Vanowen Street by providing a protected bike path on the Screenland Drive paseo and an open pedestrian and bicycle paseo on Fry's Way. It also would provide long-term and short-term bicycle parking for residents, employees, and visitors.
Policy 5.5 Require new development to provide land necessary to accommodate pedestrian infrastructure, including sidewalks at the standard widths specified in Table M-2.	**No Conflict.** The Project provides land dedications on Vanowen Street, Hollywood Way, and Valhalla Street to widen public sidewalks to a minimum 15-foot width, which meets or exceeds the standards from Table M-2 of the Mobility Element.
Goal 6 – Neighborhood Protection	

TABLE 2 (CONTINUED)
PROJECT CONFLICTS WITH MOBILITY ELEMENT OF THE GENERAL PLAN

Objective, Policy, Program, or Plan [a]	**Analysis of Project Conflicts**
Policy 6.1 Maintain arterial street efficiency to discourage spillover traffic into residential neighborhoods.	**No Conflict.** An operations analysis was conducted in accordance with City Guidelines to ensure that there is adequate transportation capacity on arterial streets to accommodate Project traffic. As summarized in Sections 4C and 4D, the Project would not substantially contribute to intersection delay at locations forecast to operate at LOS E and all of the driveways would operate at LOS D or better. Additionally, a conservative analysis of potential residential cut-through traffic was conducted. As summarized in Section 4E, the Project could result in cut-through traffic, and various options including a Neighborhood Protection Management Plan (NTMP) process are proposed to help reduce potential cut-through traffic.
Policy 6.2 Consider reconfiguring travel lanes and introducing reduced speed limits as part of comprehensive efforts to calm traffic.	**No Conflict.** The Project would not prevent the reconfiguration of travel lanes or reduction of speed limits should the City choose to implement such measures on any public street. As discussed in Section 4E, the Project should either close Screenland Drive to through traffic between Valhalla Drive and Pacific Avenue or fund a NTMP process to identify potential traffic calming improvements for the residential neighborhood south of the Project Site.
Policy 6.3 Pursue comprehensive neighborhood protection programs to avoid diverting unwanted traffic to adjacent streets and neighborhoods.	**No Conflict.** As discussed in Section 4E, the Project should either close Screenland Drive to through traffic between Valhalla Drive and Pacific Avenue or fund a NTMP process to identify potential traffic calming improvements for the residential neighborhood south of the Project Site.
Goal 7 – Parking	
Policy 7.1 Effectively manage citywide parking to improve convenience while maximizing use at all times of the day.	**No Conflict.** Policy 7.1 is intended for implementation by the City rather than at the project level. The Project provides its own parking sufficient to meet Project demand.
Policy 7.2 Design commercial and residential parking standards to limit new vehicle trips, incentivize transit use, and promote non-motorized transportation.	**No Conflict.** The Project's parking requirement is reduced due to a density bonus under Assembly Bill 2345. The reduced parking supply will help to limit vehicle trips, incentivize transit use, and promote alternative modes of transportation.
Policy 7.3 Reconfigure or remove underutilized street parking when needed to accommodate safer bicycle travel, increase walkability, improve transit operation, or improve vehicle safety.	**No Conflict.** Policy 7.3 is intended for implementation by the City rather than at the project level. There is on-street parking on Vanowen Street adjacent to the Project Site, along with on-street bicycle lanes and, once widened by the Project, a standard-width public sidewalk. There is currently on-street parking on Valhalla Drive adjacent to the Project Site, but the Project supports the implementation of bicycle connectivity on Valhalla Drive which could require elimination of the on-street parking on that street.

TABLE 2 (CONTINUED)
PROJECT CONFLICTS WITH MOBILITY ELEMENT OF THE GENERAL PLAN

Objective, Policy, Program, or Plan [a]	**Analysis of Project Conflicts**
Goal 8 – Transportation Demand Management	
Policy 8.1 Update and expand the citywide transportation demand management requirements to improve individual economic incentives and change traveler choice.	**No Conflict.** Policy 8.1 is intended for implementation by the City rather than at the project level. The Project is subject to the City's TDM ordinance but is not subject to joining a Transportation Management Organization because it is not located within the Burbank Center Plan area or the Media Center Specific Plan area. The TDM ordinance, described in BMC Section 10-1-2304, requires the following for the Project: • A bulletin board or kiosk displaying transit, rideshare, and bicycle information for employees • Preferred carpool/vanpool parking and loading area • Bicycle racks or secure bicycle parking for non-residential uses • Pedestrian connections to the public sidewalks • Bicycle connections to public bicycle facilities • Bus stop improvements, if determined necessary by the City The Project proposes to implement various design features that would reduce VMT as described in Section 3B.
Policy 8.2 Strengthen partnerships with transit management organizations to develop citywide demand management programs and incentives to encourage alternative transportation options.	**No Conflict.** Policy 8.2 is intended for implementation by the City rather than at the project level. The Project proposes to implement various design features that would reduce VMT as described in Section 3B.
Policy 8.3 Require multi-family and commercial development standards that strengthen connections to transit and promote walking to neighborhood services.	**No Conflict.** Policy 8.3 is intended for implementation by the City rather than at the project level. The Project sidewalks on all public frontage, enhancing the pedestrian connections to the Metrolink Burbank Airport South train station and other public transit on Hollywood Way.
Goal 9 – Safety, Accessibility, Equity	
Policy 9.1 Ensure safe interactions between all modes of travel that use the street network, specifically the interaction of bicyclists, pedestrians, and equestrians with motor vehicles.	**No Conflict.** Section 3C provides an analysis of safety with respect to the Project's geometric design of access and other transportation infrastructure. As concluded in Section 3C, the Project would not result in a significant impact with regard to interaction of different modes of travel. Nonetheless, the Project proposes to provide a pedestrian signal phase on Vanowen Street across the N. Hollywood Way SB On-ramp along with a protected westbound left-turn lane for vehicles to improve safety.
Policy 9.2 Address the needs of people with disabilities and comply with the	**No Conflict.** The Project would meet Americans with Disabilities Act requirements, subject to City review and approval during permitting. The Project would widen sidewalks along all public frontages to improve accessibility for pedestrians, including

TABLE 2 (CONTINUED)
PROJECT CONFLICTS WITH MOBILITY ELEMENT OF THE GENERAL PLAN

Objective, Policy, Program, or Plan [a]	**Analysis of Project Conflicts**
requirements of the Americans with Disabilities Act during the planning and implementation of transportation improvement projects.	disabled individuals. Additionally, it would contribute to implementation of ADA accessible curb ramps along the south side of Vanowen Street at the N. Hollywood Way on- and off-ramps (Intersections #2 and #3) as needed.
Policy 9.3 Provide access to transportation alternatives for all users, including senior, disabled, youth, and other transit-dependent residents.	**No Conflict.** The Project is near high-quality transit, including the Metrolink Burbank Airport South train station on the north side of Vanowen Street and various bus routes on Hollywood Way. The Project would widen sidewalks along all public frontages to improve accessibility for pedestrians, including disabled individuals. Additionally, it would contribute to implementation of ADA accessible curb ramps along the south side of Vanowen Street at the N. Hollywood Way on- and off-ramps (Intersections #2 and #3) as needed.
Policy 9.4 Preserve and promote safe riding for equestrians to access public riding trails.	**No Conflict.** There are no equestrian trails in the vicinity of the Project Site.

Notes:
[a] Policies based on *Burbank2035 General Plan, Chapter 4: Mobility Element* (City of Burbank, February 2013).

TABLE 3
PROJECT CONFLICTS WITH BICYCLE MASTER PLAN

Objective, Policy, Program, or Plan [a]	**Analysis of Project Conflicts**
Policies	
Policy 1 Make bicycle travel an integral part of daily life in Burbank, particularly for trips of less than five miles, by implementing and maintaining a bicycle network, providing end-of-trip facilities, improving bicycle/transit integration, encouraging bicycle use, making bicycling safer, and engaging the public in bicycling related issues and discussions. **Policy 2** Provide bicycle-friendly connections to transit centers, major employment centers, retail districts, and residential areas to make the overall road network more hospitable to bicycle travel. **Policy 3** Ensure that new commercial and residential development integrates with the City's bicycle network by requiring contributions to the City's non-motorized transportation system in proportion to its expected vehicle trip generation.	**No Conflict.** Policies 1 through 3 are intended for implementation by the City rather than at the project level. However, the Project would contribute to the implementation of the City's bicycle network by directly installing a portion of a priority bicycle lane identified in the *Bicycle Master Plan*. The Project would install a protected bike path on the Screenland Drive paseo through the Project Site between Vanowen Street and Valhalla Drive. The *Bicycle Master Plan* identifies this route, extending south an additional block to Pacific Avenue, as a secondary priority bikeway project. Additionally, the Project would retain the bicycle lanes on Vanowen Street and N. Hollywood Way, which provide connections to high-quality transit and major employment centers. It would also support implementation of bicycle connectivity on Valhalla Drive between Screenland Drive and N. Hollywood Way, should the City choose to install such connectivity in pursuit of complete streets.
Policy 4 Encourage a livable street environment through comprehensive roadway planning that considers the interaction between the street, sidewalk, and adjacent land uses. **Policy 5** Encourage all roadways and intersections to incorporate the "complete streets" concept that users of all ages and abilities, pursuing all activities, shall be able to move safely throughout the street network.	**No Conflict.** The Project widens sidewalks on all public frontage and provides two internal open promenades (Screenland Drive and Fry's Way) for pedestrian use. There are existing bicycle lanes on Hollywood Way and Vanowen Street adjacent to the Project Site and high-quality public transit nearby. The Project incorporates a protected bike path on the Screenland Drive paseo. Additionally, it would contribute to implementation of ADA accessible curb ramps along the south side of Vanowen Street at the N. Hollywood Way on- and off-ramps (Intersections #2 and #3) as needed. It therefore serves the primary transportation modes of pedestrian, bicycle, public transit, and vehicle.

TABLE 3 (CONTINUED)
PROJECT CONFLICTS WITH BICYCLE MASTER PLAN

Objective, Policy, Program, or Plan [a]	**Analysis of Project Conflicts**
Policy 6 Pursue roadway design that will minimize cut-through and spillover traffic in residential neighborhoods and maintain the neighborhoods' character and quality of life.	**No Conflict.** The Project's access plan is designed to reduce the likelihood of cut-through traffic as much as possible. It provides residential access directly to the arterial streets (Vanowen Street and N. Hollywood Way), along with additional access on Valhalla Drive. The office access would be adjacent to the office use on Valhalla Drive and is necessarily further from the arterial streets. Based on the detailed residential street cut-through traffic analysis provided in Section 4E, approximately 335 Project trips may pass through the residential streets on a daily basis (approximately 5% of gross new Project traffic), potentially exceeding City thresholds. As concluded therein, the Project should either work with the City to close Screenland Drive to vehicular through access between Valhalla Drive and Pacific Avenue or fund a NTMP process to identify traffic calming measures for the residential neighborhood south of Pacific Avenue.
Objectives	
Objective A Implement the Bicycle Master Plan, which identifies existing and future needs, and provides specific recommendations for facilities and programs over the next 25 years. **Objective B** Identify and implement a network of bikeways that is feasible, fundable, and that serves all bicyclists' needs, especially for travel to employment centers, schools, commercial and retail districts, transit stations, and institutions, while not excluding the needs of recreational cyclists.	**No Conflict.** Objectives A and B are intended for implementation by the City rather than at the project level. However, the Project would contribute to the implementation of the City's bicycle network by directly installing a portion of a priority bicycle lane identified in the *Bicycle Master Plan*. The Project would install Class II bicycle lanes on Screenland Drive, a publicly accessible private street through the Project Site, between Vanowen Street and Valhalla Drive. The *Bicycle Master Plan* identifies this route, extending south an additional block to Pacific Avenue, as a secondary priority bikeway project. Additionally, the Project would retain the bicycle lanes on Vanowen Street and Hollywood Way, which provide connections to high-quality transit and major employment centers. It would also support implementation of bicycle connectivity on Valhalla Drive between Screenland Drive and N. Hollywood Way, should the City choose to install such connectivity in pursuit of complete streets.

TABLE 3 (CONTINUED)
PROJECT CONFLICTS WITH BICYCLE MASTER PLAN

Objective, Policy, Program, or Plan [a]	**Analysis of Project Conflicts**
Objective C Maintain and improve the quality, operation, and integrity of the Burbank bikeway network and roadways regularly used by bicyclists.	**No Conflict.** The Project would preserve all existing bike lanes, would not preclude the completion of other bike plan projects, and would implement a protected bike path on the Screenland Drive paseo.
Objective D Encourage the development of safety education programs aimed at youth and adults. Increase public awareness of the benefits of bicycling and of available resources and facilities.	**No Conflict.** Objective D is intended for implementation by the City rather than at the project level.
Objective E Encourage short-term and long-term bicycle parking and other bicycle amenities in employment and commercial areas, in multi-family housing, at schools and colleges, and at transit stations.	**No Conflict.** The Project would provide long-term and short-term bicycle parking for residents, employees, and visitors in accordance with City requirements.
Objective F Increase the number of bicycle-transit trips. **Objective G** Increase government and public recognition of bicyclists' equal right to use public roadways. **Objective H** Encourage roadway design that allows for the equitable use of all transportation modes.	**No Conflict.** The Project would increase the number of bike-transit trips because the Project is located near high quality transit and is implementing bike connections between the Project and the Metrolink Burbank Airport South Station.

Notes:
[a] Policies and Objectives based on *City of Burbank Bicycle Master Plan* (City of Burbank, December 2009).

Section 3B
CEQA VMT Analysis

The City Guidelines identify project-level thresholds of significance for potential VMT impacts:

- Residential Projects: Project VMT exceeds a level of 15% below existing County VMT per capita.
- Office Projects: Project VMT exceeds a level of 15% below existing County VMT per employee.
- Retail/Restaurant: For projects that are not neighborhood-serving (e.g., not less than 50,000 sf), Project causes a net increase in total VMT, after accounting for the VMT of any existing uses.
- Mixed-Use: For mixed-use projects, if any residential, office, or retail use component of the mixed-use project causes a significant impact as calculated by the applicable individual land use methodology, after accounting for internal capture.

The City Guidelines also identify a screening process under which a project may be presumed not to have a significant impact with respect to VMT, without requiring quantitative analysis. Both the thresholds identified above and the screening process are consistent with CEQA requirements and the recommendations from *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Governor's Office of Planning and Research, December 2018) (OPR Technical Advisory).

VMT SCREENING

The City Guidelines identify four criteria under which a proposed development may be presumed to have a less-than-significant VMT impact. The second criterion applies to the Project:

> *The project is a residential, retail, office, or mixed-use project within ½ mile of an existing major transit stop or existing stop along a high-quality transit corridor (as defined by the OPR Technical Advisory) and:*
>
> *a. Does not have a floor-area-ratio less than 0.75*
>
> *b. Does not include more parking than is required by the Burbank Municipal Code*

c. *Is consistent with the RTP/SCS*

d. *Does not replace affordable housing units with a smaller number of moderate- or high-income units*

The Project is located less than 0.50 miles of both the Metrolink Burbank Airport South train station and the Hollywood Burbank Airport Regional Intermodal Transportation Center, where several Metro bus lines and a BurbankBus route stop. Therefore, it satisfies the primary screening criterion. Additionally:

- The Project would have a floor-area-ratio of 2.1 (greater than 0.75).
- The Project would provide 1,613 parking spaces, fewer than the 2,085 required under the Burbank Municipal Code (BMC). The calculation of required parking according to the BMC is provided in Appendix A.
- As described in Section 3A, the Project is consistent with the RTP/SCS.
- The Project does not replace any existing housing. It would provide 862 apartment units, including 80 affordable units.

Therefore, the Project satisfies the screening criteria and can be presumed to have a less-than-significant VMT impact. No further analysis is required, and no mitigation measures are required.

DESIGN FEATURES TO REDUCE VMT

The Project would include several design features that would serve to reduce VMT and vehicle trips. These include a reduced vehicular parking supply, provision of bicycle infrastructure and parking on-site, and pedestrian network improvements within and around the Project Site.

- Reduced Parking Supply: The Project would provide less parking than would typically be required by the BMC. The BMC requires 2,085 spaces, including 1,596 for residential uses, 33 for restaurant uses, and 456 for office uses. The Project would provide a total of 1,613 spaces, 472 fewer than the BMC requirement. A reduced parking supply makes parking less available and more expensive and, therefore, encourages the use of non-automobile modes to and from the Project Site and reduces VMT.
- Bicycle Infrastructure: The Project would provide a new protected bike path along Screenland Drive through the Project Site, along with retaining the existing bicycle lanes on Vanowen Street and N. Hollywood Way, supporting potential bicycle infrastructure on Valhalla Drive, and providing on-site bicycle parking for residents and office employees.

These facilities give residents and employees the option to use bicycles as part of their mode choice and, therefore, encourages the use of non-automobile modes to and from the Project Site and reduces VMT.

- Pedestrian Infrastructure: The Project would widen the sidewalks on all public frontages, as well as provide new sidewalks and an open pedestrian paseo on Screenland Drive through the Project Site and an open pedestrian promenade along Fry's Way through the Project Site. The enhanced pedestrian connectivity would encourage pedestrian trips to and from the Project Site and improve access to public transit, thereby reducing automobile trips and VMT.

Additionally, the Project would incorporate the features required by the City's TDM ordinance described in BMC Section 10-1-2304 (most of which are inherent in the design of the Project):

- A bulletin board or kiosk displaying transit, rideshare, and bicycle information for employees
- Carpool / vanpool parking and loading area
- Bicycle racks or secure bicycle parking for non-residential uses
- Pedestrian connections to the public sidewalks
- Bicycle connections to the public bicycle facilities
- Bus stop improvements, if determined necessary by the City

CUMULATIVE ANALYSIS

Cumulative VMT effects of development projects are determined based on demonstrated consistency with the Mobility Element, the Bicycle Master Plan, the Complete Streets Plan, and with the air quality and GHG reduction goals of the RTP/SCS. Because the Project would not be in conflict with any of those policy documents, it would not have a significant cumulative VMT impact.

Section 3C

CEQA Safety Analysis: Site Analysis and Circulation

A CEQA safety evaluation addressing access and circulation is required for projects that propose new access points or modifications along the public ROW. Project access plans were reviewed to determine if the Project would substantially increase hazards due to geometric design features, including safety or operational impacts.

ACCESS AND CIRCULATION OVERVIEW

As described in Chapter 1, the Project would construct two new publicly accessible bicycle and pedestrian paseos, including Screenland Drive with vehicular access for Residential Building 1, and Fry's Way with vehicular access to residential parking (both residential buildings) on the east end where it connects to the N. Hollywood Way southbound ramp from Vanowen Street. Additional parking access for Residential Building 1 would be provided on Screenland Drive and Vanowen Street and for Residential Building 2 would be provided on Valhalla Drive. Each of the vehicular access points for Residential Buildings 1 and 2 would be internally connected, so drivers could enter and exit via any driveway. Vehicular access to the office building would be provided on Valhalla Drive. Each of the driveways would provide a single inbound and a single outbound lane allowing full access. On Vanowen Street, the Project would stripe westbound left-turn lanes to replace the two-way left-turn median for accessing Screenland Drive and the residential driveway to Building 1.

The Project would intensify pedestrian and bicycle activity on adjacent streets, and the bicycle lanes and sidewalks along Screenland Drive would attract new pedestrian and bicycle activity in addition to use by Project residents and employees. In order to promote walkability and safety in the vicinity of the Project Site, and to complete gaps in existing infrastructure, the Project proposes to install pedestrian crosswalk improvements on Vanowen Street at the N. Hollywood Way ramps. Specifically, it would install ADA accessible pedestrian ramps at the southeast corner of Intersection #2 (N. Hollywood Way Southbound On-ramp & Vanowen Street) and the southwest

corner of Intersection #3 (N. Hollywood Way Northbound Off-ramp & Vanowen Street). It would add a pedestrian signal phase for Intersection #2 (N. Hollywood Way Southbound On-ramp & Vanowen Street), with which the westbound left-turn would be controlled by a protected left-turn arrow (a movement that is currently uncontrolled).

The Project would provide a protected bike path and sidewalks on the Screenland Drive paseo, and the majority of Fry's Way would be dedicated as a pedestrian promenade with no vehicular traffic (serving as a fire lane in case of emergency). Pedestrian access to the residential buildings would be provided from the parking structures and at various places around the exteriors of each building, separated from vehicular access. The Project supports a proposal by City staff to potentially add bicycle connectivity (Class II or Class III) along the south side of the Project Site on Valhalla Drive between Screenland Drive and N. Hollywood Way.

The ground floor Project Site plan including driveway locations is shown in Figure 2.

POTENTIAL HAZARDS RELATED TO DRIVEWAY LOCATION AND DESIGN

BMC Section 10-1-16 provides guidance on driveway location and design. Driveways may not be closer than 30 feet to an intersecting street and must be between 10 and 38 feet wide. Each of the Project driveways are located greater than 30 feet from any intersection and are between 24 and 30 feet wide. Therefore, all driveways satisfy BMC requirements related to location and design.

With one exception, each of the streets adjacent to the Project Site is straight and level, and the driveways would have unrestricted visibility both in and out. The N. Hollywood Way southbound ramp from Vanowen Street is at a slight downward grade (0.8%) but is also straight with unrestricted visibility. Each driveway is located approximately midway between control points or intersecting roads: the driveway on Vanowen Street is midway between the proposed Screenland Drive and the N. Hollywood Way ramp; the driveway on the N. Hollywood Way ramp is midway between Vanowen Street and the stop control where it merges with N. Hollywood Way; and the driveway on Valhalla Drive is midway between Screenland Drive and N. Hollywood Way. The office driveway is located at the west end of the Project Site, as far as possible from Screenland

Drive. Therefore, driveway locations are optimally placed for ensuring maximum sight distance and minimum interference with adjacent intersections or access.

POTENTIAL HAZARDS RELATED TO BICYCLE AND PEDESTRIAN ACTIVITY

The Residential Building 1 driveways on Screenland Drive and Vanowen Street would cross sidewalks and bicycle lanes, and the Residential Building 2 driveway on Valhalla Street may cross a bicycle lane if the City chooses to install one. All other Project driveways would cross sidewalks. However, these are common conditions at driveways throughout the City and do not present unusual hazards so long as standard design practices are followed to ensure good visibility for all users. As summarized above, the driveways would provide good vehicle-to-vehicle visibility. Additional considerations for pedestrian safety could include convex mirrors at the driveways, signs warning drivers to watch for pedestrians, and/or audible alerts when a vehicle approaches the exit. The driveway designs would encourage slow travel across pedestrian sidewalks by implementing City commercial driveway standard Type 4 per the *Commercial Driveway Standard Plan BS-102* (City of Burbank – Public Works Department, August 18, 1992). These features would be implemented as necessary according to the BMC or the Building and Safety Division of the CDD.

The Project is specifically designed as a mixed-use development supporting active transportation both through provision of pedestrian and bicycle infrastructure and inclusion of pedestrian-oriented land uses with the ground-floor restaurant spaces. In this environment, residents and other drivers would expect to encounter pedestrians and bicyclists and use extra caution when entering and exiting the driveways. Therefore, no significant hazards are anticipated between vehicles and pedestrians and bicyclists.

POTENTIAL OPERATIONAL HAZARDS

Driveway operations were analyzed in detail in Section 4D as part of the City's operations analysis. The analysis was conducted using the *Highway Capacity Manual*, *6th Edition,* (Transportation Research Board, 2016) (HCM) methodology to assess delay, level of service (LOS), and queuing. Based on the analysis in Section 4D, each driveway would operate at LOS

D or better during the morning and afternoon peak hours, as would the intersections of Screenland Drive with Vanowen Street and Valhalla Drive. Similarly, queuing out of each driveway would be minimal. In order to ensure that inbound queuing would not reach back to any public street, any access control system (i.e., gate arms) at the driveways would be located far enough internally that two cars could enter (i.e., one at the gate and one behind) without impeding the public sidewalk.

The intersection operations analysis conducted in Section 4C also indicates that the queue at Intersection #4 (N. Hollywood Way at the southbound ramp from Vanowen Street) could reach six vehicles in the future condition with the Project in place, based on the 95th percentile queue. During the afternoon peak hour (the busiest hour of the day for this location), the queue would be less than the 95th percentile queue length 95% of the time. The proposed driveway at the east end of Fry's Way is located on that ramp approximately 150 feet north of the control point. A queue of six car lengths is approximately 150 linear feet (assuming 25 feet per car); therefore, 95% of the time during the busiest hour of the day, the queue would not reach back to that driveway. In the rare event that the queue did reach the driveway, residents leaving via that driveway would wait on Fry's Way within the Project Site without affecting the public ROW. Further, residents have the ability to use any driveway and, should queuing at this driveway during a particular time of day be a regular issue, they would learn to use a different driveway when leaving at that time. As discussed above, there are no queuing issues at the other driveways, which could easily accommodate additional Project traffic if necessary. Therefore, this potential operational deficiency would not result in a significant impact.

CUMULATIVE ANALYSIS

There are no Related Projects adjacent to the Project Site that could affect any of the Project-specific conclusions above. Therefore, the Project would not contribute to cumulative impacts that would substantially increase hazards due to geometric design features, including safety or operational impacts.

Section 3D

CEQA Safety Analysis: Freeway Queuing

The City Guidelines specify that a freeway queuing analysis should be conducted in accordance with *Interim Guidance for Freeway Safety Analysis* (Los Angeles Department of Transportation, May 1, 2020) (Freeway Queuing Guidance).

ANALYSIS METHODOLOGY

The Freeway Queuing Guidance relates to the identification of potential safety impacts at freeway off-ramps as a result of increased traffic from development projects. It provides a methodology and significance criteria for assessing whether additional vehicle queueing at off-ramps could result in a safety impact due to speed differentials between the mainline freeway lanes and the queued vehicles at the off-ramp.

Based on the Freeway Queuing Guidance, a transportation study for a development project must include analysis of any freeway off-ramp where the project adds 25 or more peak hour trips. A project would result in a significant impact at such a ramp if each of the following three criteria were met:

1. Under a scenario analyzing future conditions upon project buildout, with project traffic included, the off-ramp queue would extend to the mainline freeway lanes[4].
2. A project would contribute at least two vehicle lengths (50 feet, assuming 25 feet per vehicle) to the queue.
3. The average speed of mainline freeway traffic adjacent to the off-ramp during the analyzed peak hour(s) is greater than 30 mph.

[4] If an auxiliary lane is provided on the freeway, then half the length of the auxiliary lane is added to the ramp storage length.

Should a significant impact be identified, mitigation measures to be considered include TDM strategies to reduce a project's trip generation, investments in active transportation or transit system infrastructure to reduce a project's trip generation, changes to the traffic signal timing or lane assignments at the ramp intersection, or physical changes to the off-ramp. Any physical change to the ramp would have to improve safety, not induce greater VMT, and not result in secondary environmental impacts.

FREEWAY QUEUING ANALYSIS

Based on the Project's trip generation estimates and trip distribution pattern detailed in Section 4B, the Project would add 25 or more net new peak hour trips to the I-5 northbound off-ramp to Empire Avenue. The Project would add approximately 34 trips during the morning peak hour. Other off-ramps, including the I-5 southbound off-ramps to N. Hollywood Way and to Empire Avenue, would carry fewer than 25 net new peak hour trips during any peak hour and, therefore, would not meet the first criterion of the Freeway Queuing Guidance and would not require analysis.

The 85th percentile ramp queue[5] was calculated using the HCM methodology used in the operating conditions analysis in Section 4B. The intersection was analyzed under the Future with Project Conditions in Year 2026. The HCM worksheet is provided in Appendix B. The analysis shows that the queue for left turns at that off-ramp would be approximately 14 vehicles, or approximately 350 feet at 25 feet per vehicle. The I-5 northbound off-ramp to Empire Avenue is over 600 feet long and, therefore, the queue would not reach the mainline and would not result in a significant safety impact. No further analysis is required.

[5] Synchro software, used to implement the HCM methodology, reports the 85th percentile queue at signalized intersections (vs. the 95th percentile queue at unsignalized intersections as in the driveway analysis referenced in Section 3C).

Chapter 4
Non-CEQA Operations Analysis

This chapter summarizes the non-CEQA operations analysis for the Project as required by the City Guidelines. It provides an evaluation of existing and future traffic conditions with and without the Project. The analysis was conducted for intersections and for street segments.

The operations analysis consists of six parts, addressed in Sections 4A through 4F:

1. Study Area and Baseline Traffic Volumes
2. Project Traffic Volumes
3. Intersection Operations Analysis
4. Driveway Operations Analysis
5. Residential Street Cut-Through Traffic Analysis
6. Recommended Transportation Improvements (to be provided)

Section 4A
Study Area and Baseline Traffic Volumes

The Study Area for this operations analysis was identified in consultation with CDD and includes 15 intersections and four residential street segments in the vicinity of the Project Site along with all Project driveways. The intersections and street segments are shown in Figure 7 and listed in Table 4. The existing and future lane configurations at the analyzed intersections are provided in Appendix C.

EXISTING TRAFFIC VOLUMES

Traffic count data collection is generally conducted during times with typical travel demand patterns (i.e., when local schools are in session, businesses in full operation, in weeks without holidays, etc.) However, due to the ongoing effects of the COVID-19 pandemic, typical traffic patterns are disrupted, and an alternative approach was necessary to identify existing traffic volumes. Traffic count data collected in May 2018 (prior to the pandemic) was available for nine of the study intersections from a recent transportation study in the vicinity. New traffic count data was collected at the remaining six intersections, along with two of the locations with May 2018 count data, in April 2021. The traffic count data at the two overlapping locations was compared to develop adjustment factors to apply to the April 2021 data.

The traffic comparisons were conducted at Intersections #9 (N. Hollywood Way & Victory Boulevard) and #11 (Buena Vista Street & Empire Avenue). Three separate adjustment factors were developed based on the afternoon peak hour results. A factor of 1.59 was applied to intersections on N. Hollywood Way and in the immediate vicinity of the Project Site. A factor of 1.39 was applied to intersections on Buena Vista Street, with the exception of Intersection #11 (Buena Vista Street & Empire Avenue). That intersection, where traffic patterns were substantially affected by the opening of the I-5 Interchange at Empire Avenue in September 2019, used a factor of 1.19. Details of how these factors were developed are provided in Appendix D. The factors

were applied to the April 2021 peak hour traffic counts as a representative estimate of existing traffic conditions without the COVID-19 pandemic.

The existing peak hour traffic volumes, representing Existing Conditions in Year 2021, are illustrated in Figure 8. The traffic count details are provided in Appendix D.

FUTURE CUMULATIVE TRAFFIC VOLUMES

The forecast of Future without Project Conditions for Year 2026 (the anticipated year of Project completion) was prepared in consultation with CDD. It includes increases to traffic from Related Projects and from regional growth projections.

Ambient Traffic Growth

Existing traffic is expected to increase as a result of regional growth and development outside the Study Area. In consultation with CDD, an ambient growth factor of 0.72% per year was applied based on forecasts from the City's travel demand forecasting model (City Model). The total adjustment applied over the five-year period between Year 2021 and the anticipated buildout year of the Project was 3.60%

Related Projects

This study also considered the effects of the Related Projects on traffic volumes. The Related Projects detailed in Table 1 and shown in Figure 6 were considered as part of this Study and conservatively assumed to be completed by Year 2026. Therefore, the traffic growth due to the development of Related Projects considered in this analysis is highly conservative and likely overestimates the actual traffic volume growth in the area that would occur in the next two years prior to Project buildout. With the addition of the 3.60% ambient growth factor previously discussed, the Future without Project Condition is even more conservative.

The development of estimated traffic volumes added to the study intersections as a result of Related Projects involves the use of a three-step process: trip generation, trip distribution, and trip assignment.

Trip Generation. Trip generation estimates for the Related Projects were provided by CDD or sourced from previous transportation studies. The Related Projects trip generation estimates summarized in Table 1 are conservative in that they do not in every case account for either the trips generated by the existing uses to be removed or the likely use of other travel modes (e.g., transit, bus, bicycling, walking, carpool, etc.) Further, in many cases, they do not account for the internal capture trips within a multi-use development or for the interaction of trips between multiple Related Projects, in which one Related Project serves as the origin for a trip destined for another Related Project.

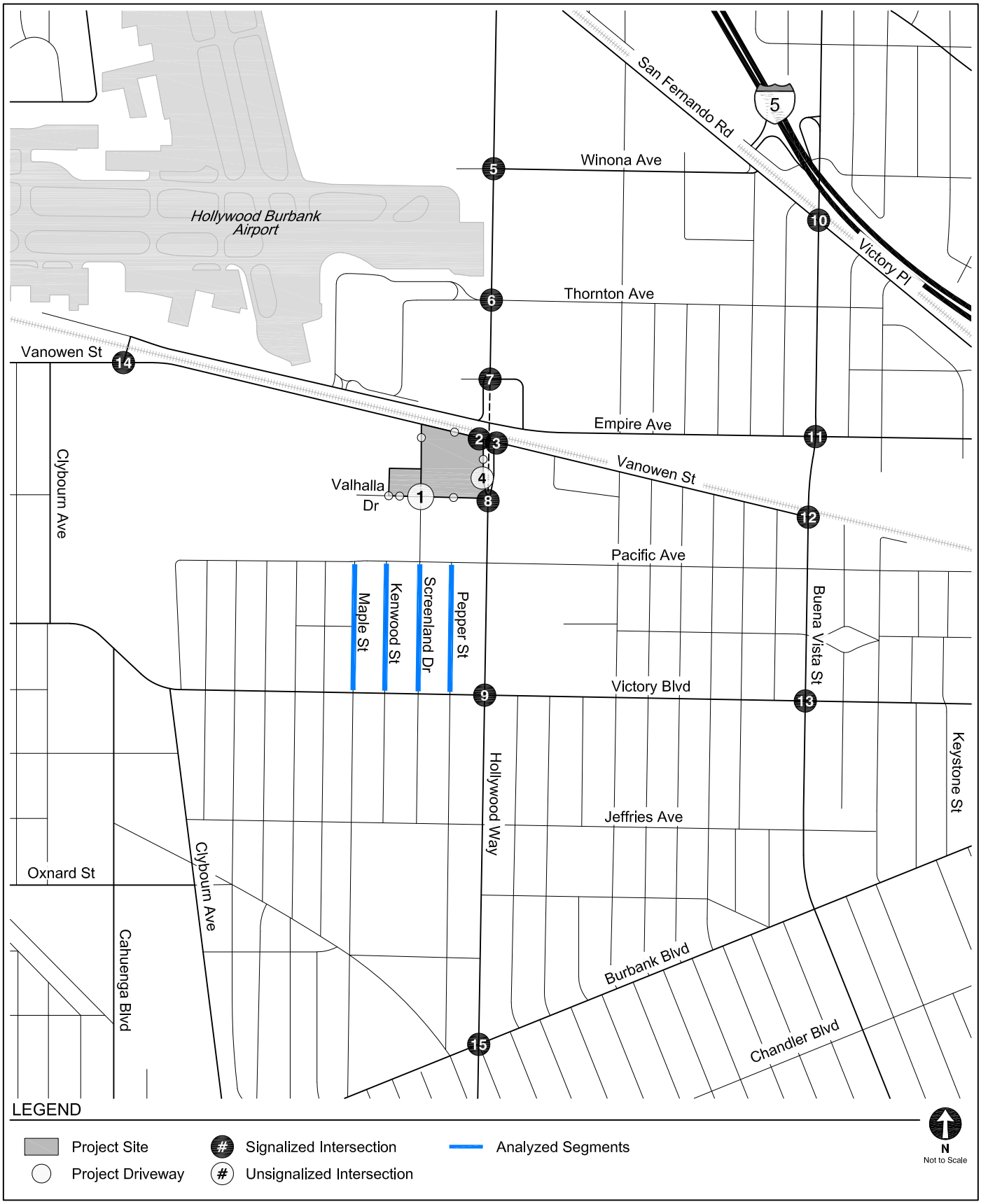
Trip Distribution. The geographic distribution of the traffic generated by the Related Projects is dependent on several factors. These include the type and density of the proposed land uses, the geographic distribution of the population from which the residents of the proposed developments are drawn, and the location of these projects in relation to the surrounding street system. These factors are considered along with logical travel routes through the street system to develop a reasonable pattern of trip distribution.

Traffic Assignment. The trip generation estimates for the Related Projects were assigned to the local street system using the trip distribution process described above. For Related Projects #2 (Avion) and #4 (Hollywood Burbank Airport Terminal Replacement Project), volumes from their respective transportation studies[6] were used directly at the study intersections where applicable and extrapolated for the remaining intersections. Figure 9 shows the peak hour traffic volumes associated with these Related Projects at the study intersections.

[6] *Draft Transportation Impact Study for the Avion Mixed Use Development Project* (Fehr & Peers, March 2018) and Appendix K (Surface Traffic) of *Draft Environmental Impact Statement for the Proposed Replacement Passenger Terminal Project, Bob Hope "Hollywood Burbank" Airport* (U.S. Department of Transportation and Federal Aviation Authority, August 2020)

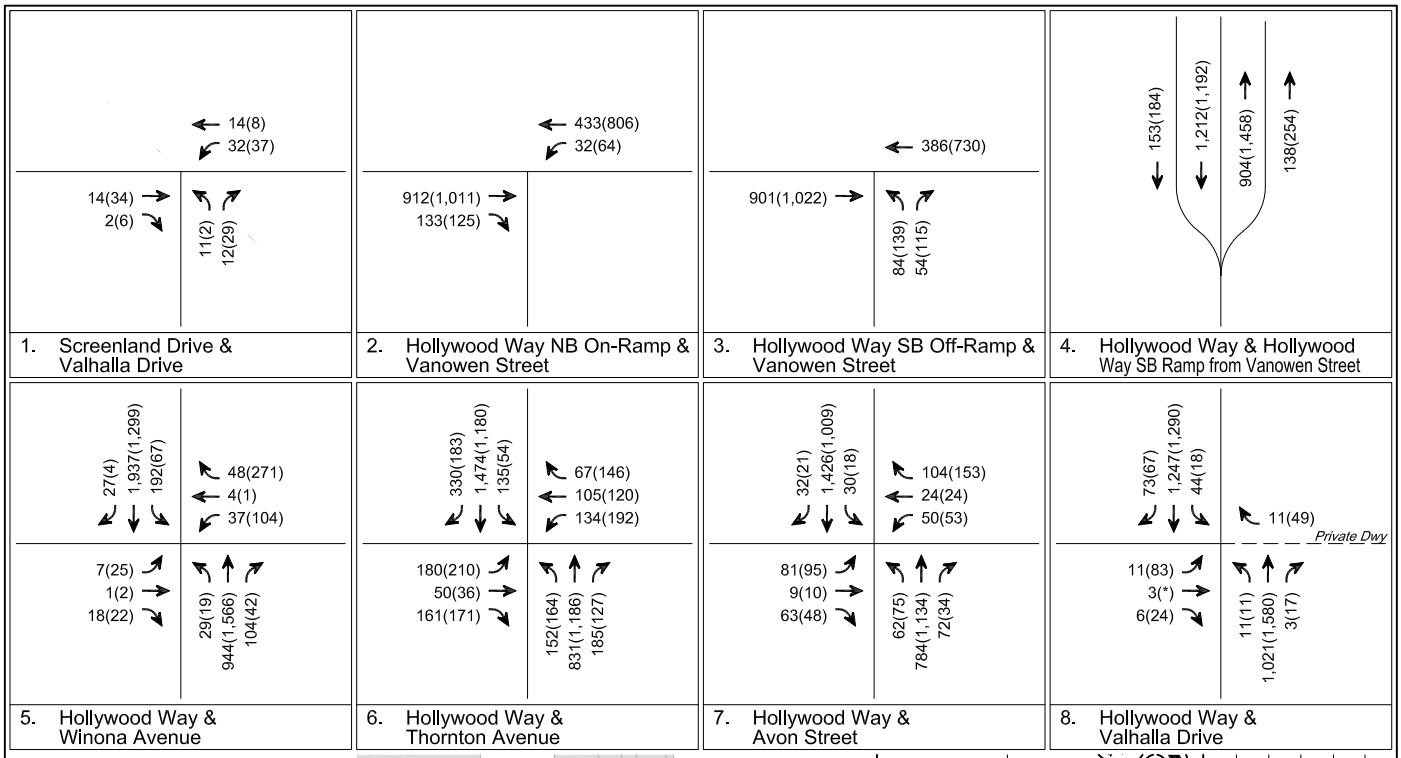
Future without Project Traffic Volumes

The Future without Project Conditions peak hour traffic volumes are the combination of Existing Conditions traffic volumes, ambient growth, and Related Project traffic. These volumes at the study intersections are shown in Figure 10.



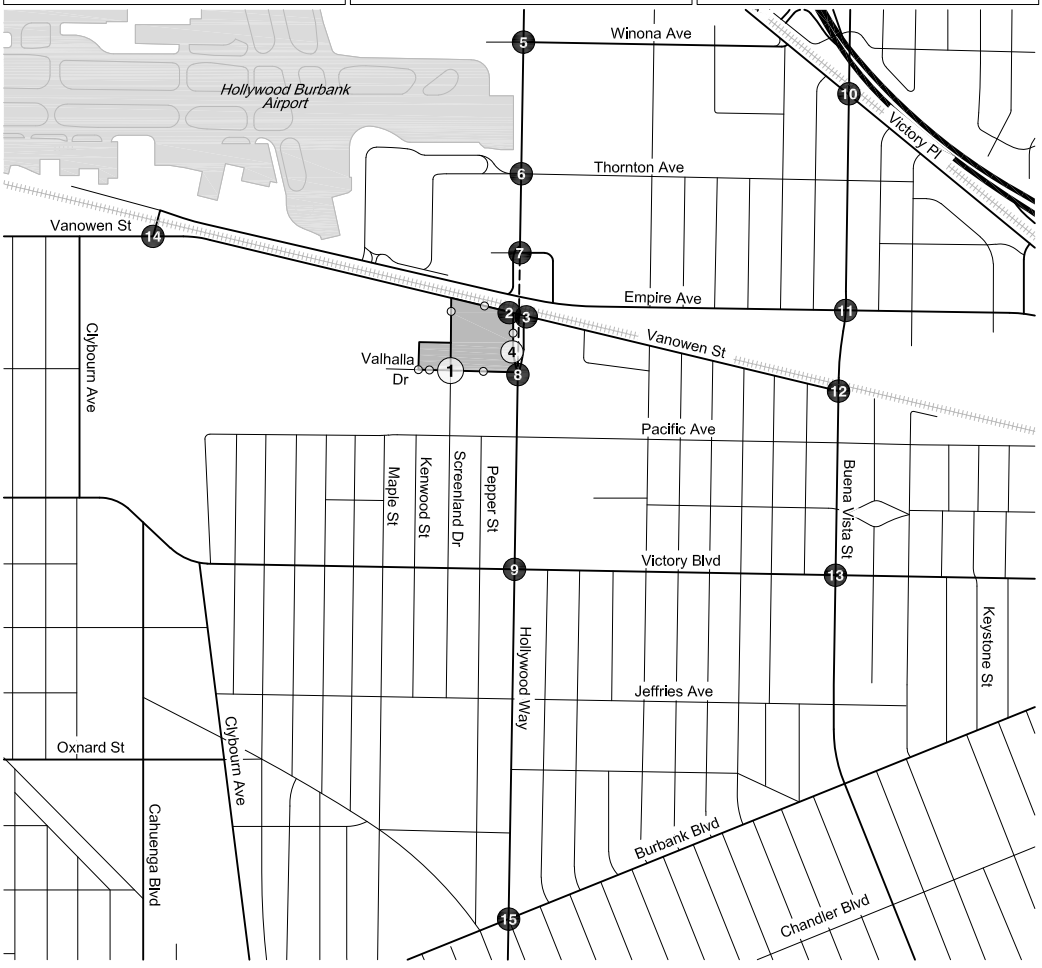
ANALYZED LOCATIONS

FIGURE 7



LEGEND

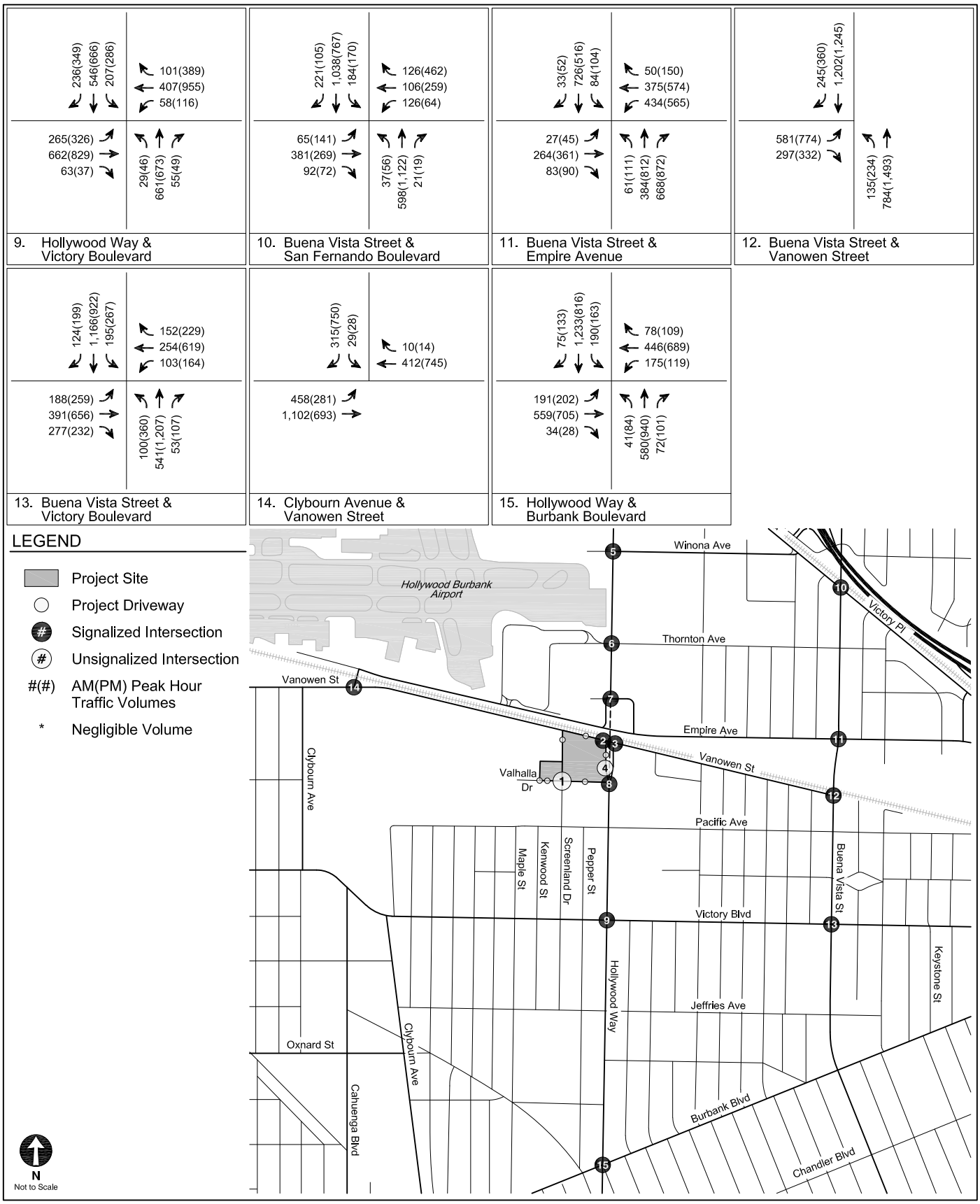
- Project Site
- Project Driveway
- (#) Signalized Intersection
- (#) Unsignalized Intersection
- #(#) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume



N
Not to Scale

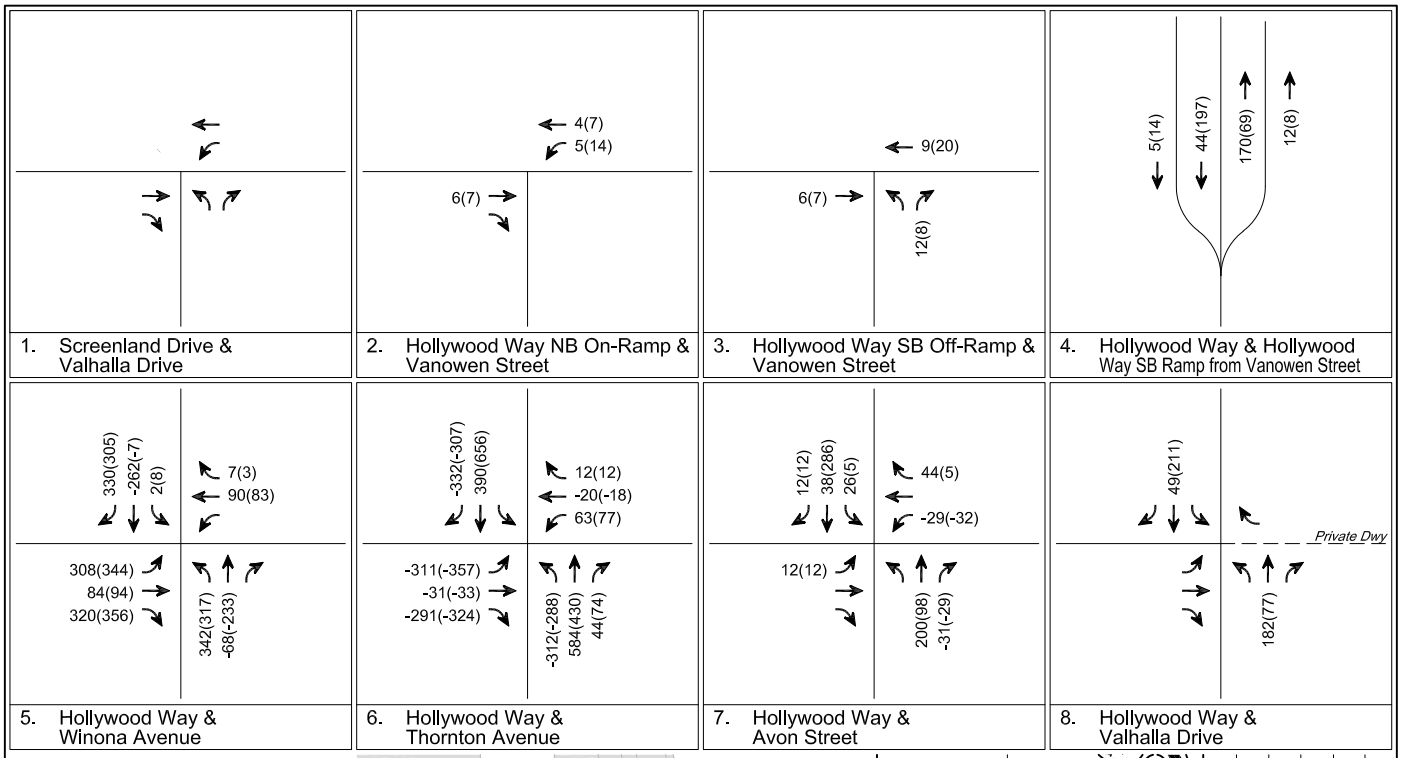
EXISTING CONDITIONS (YEAR 2021)
PEAK HOUR TRAFFIC VOLUMES

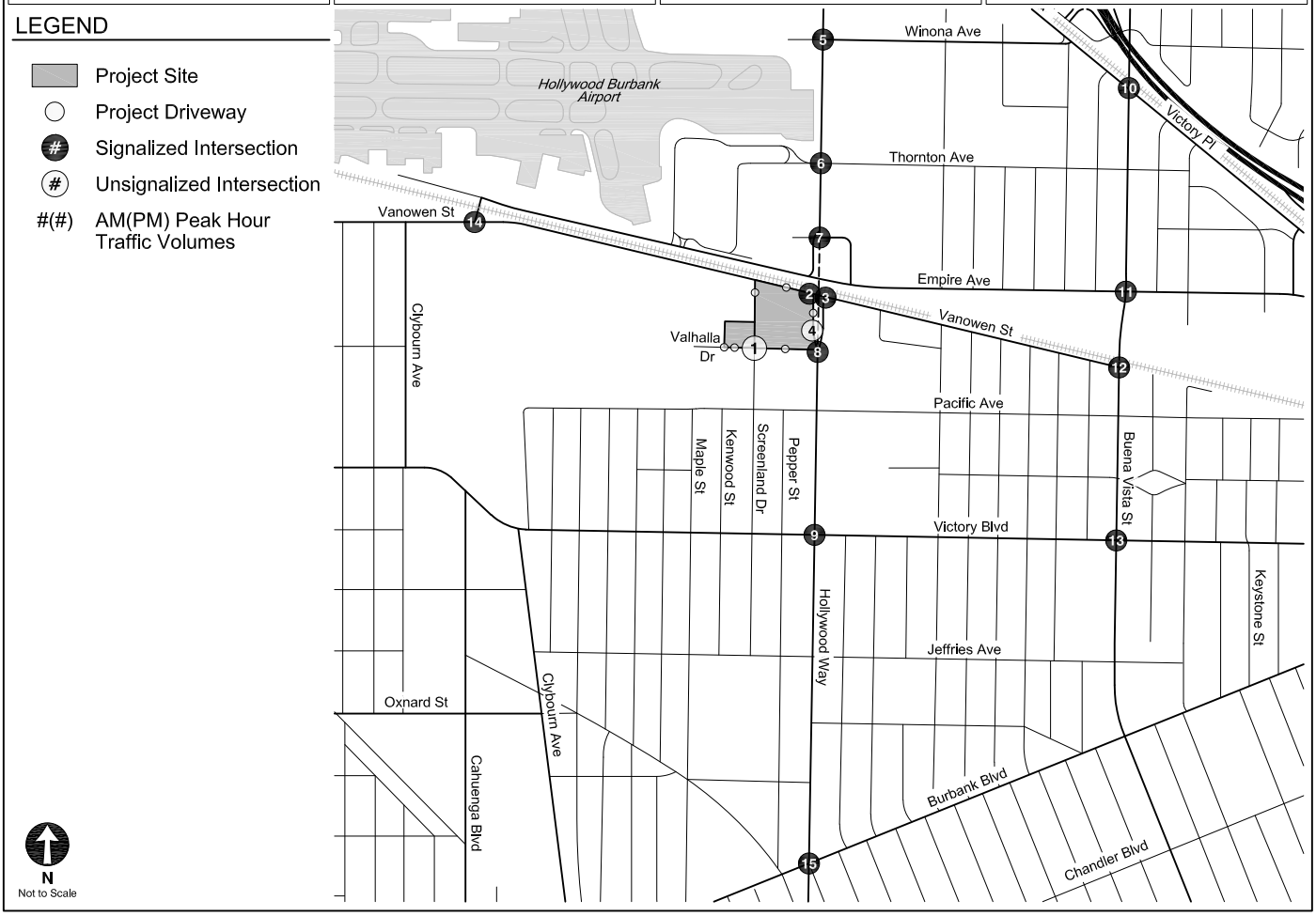
FIGURE 8



EXISTING CONDITIONS (YEAR 2021)
PEAK HOUR TRAFFIC VOLUMES

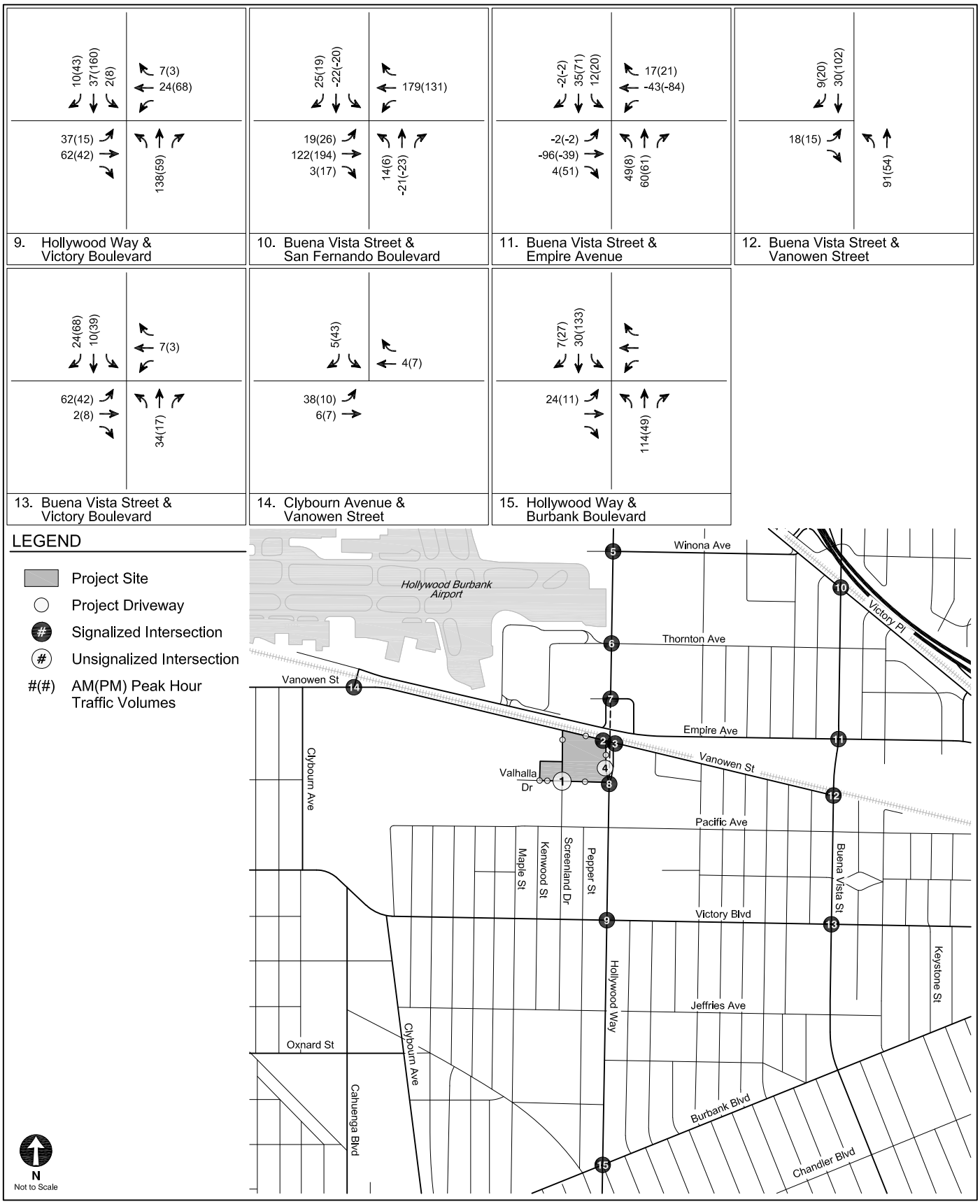
FIGURE
8 (CONT.)





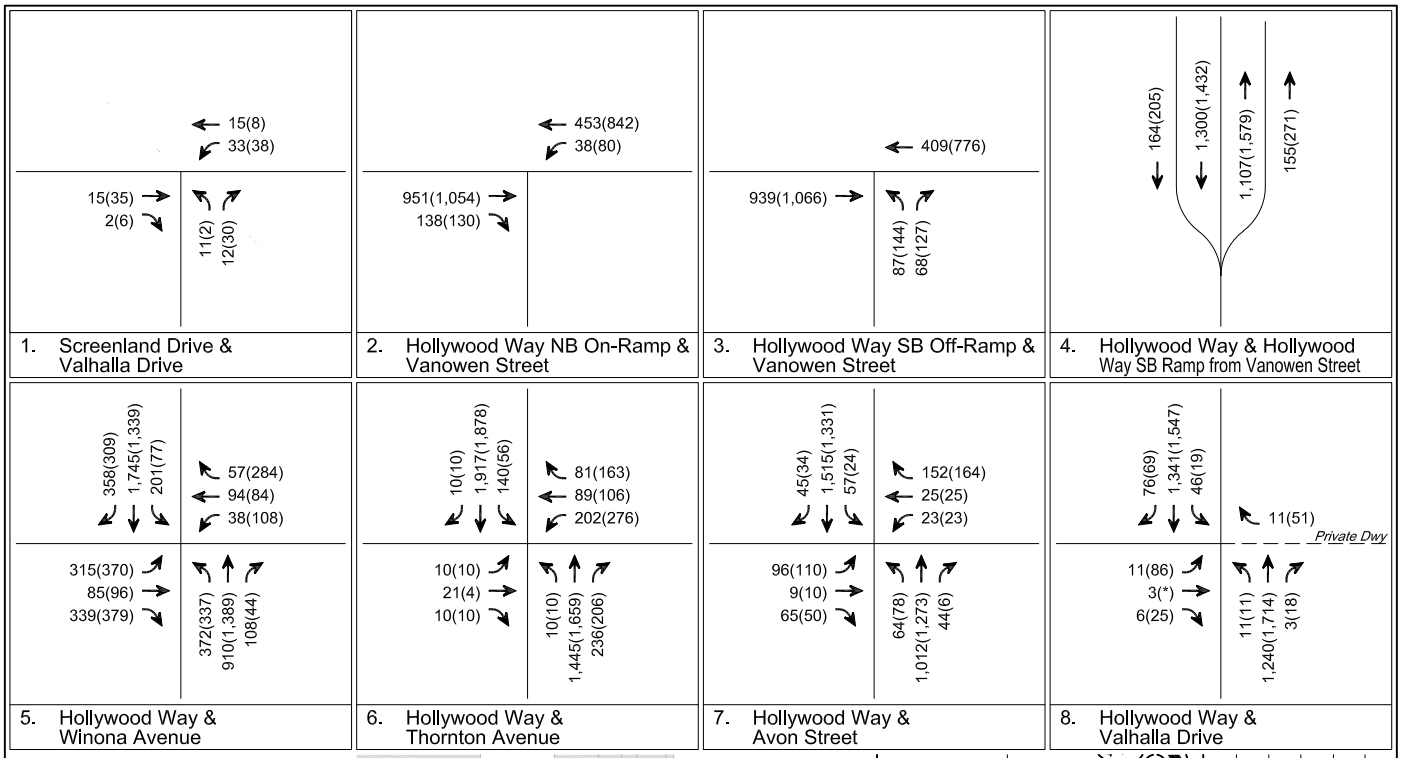
RELATED PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE
9



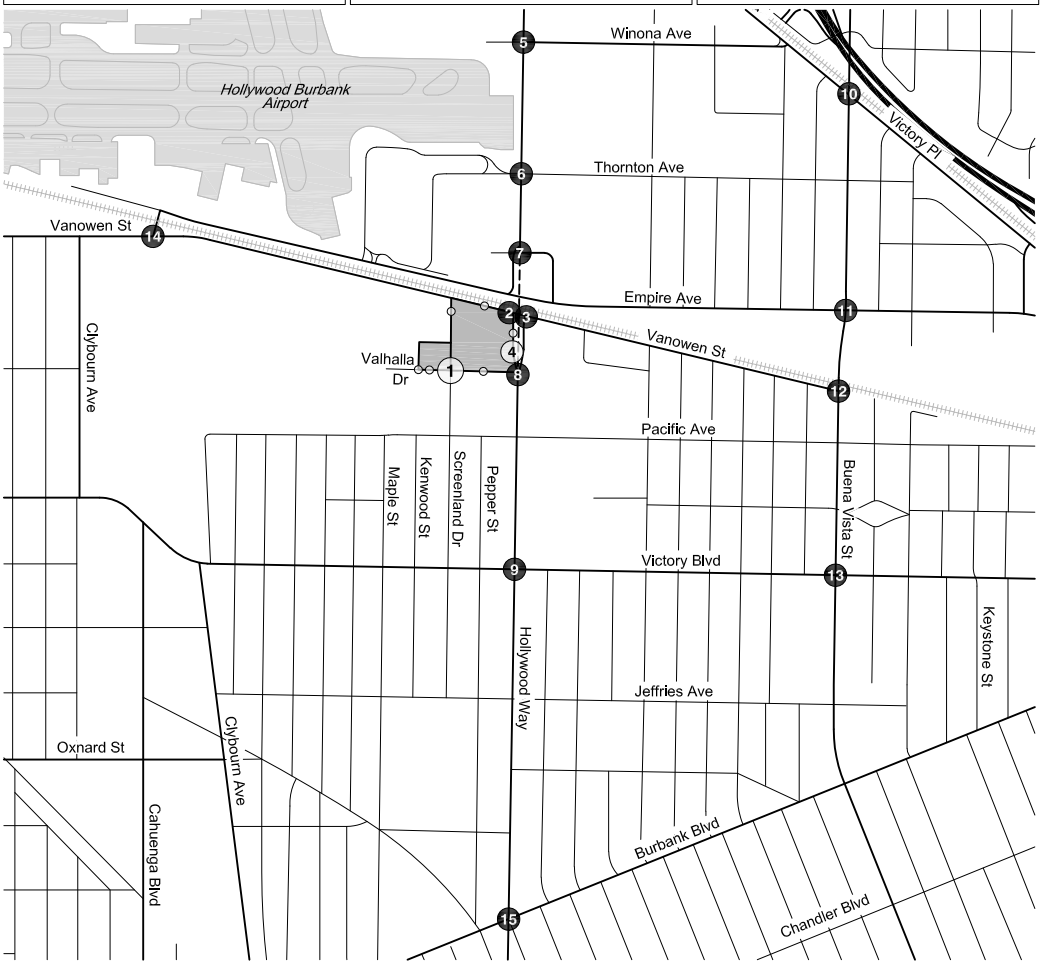
RELATED PROJECT-ONLY PEAK HOUR TRAFFIC VOLUMES

FIGURE 9 (CONT.)



LEGEND

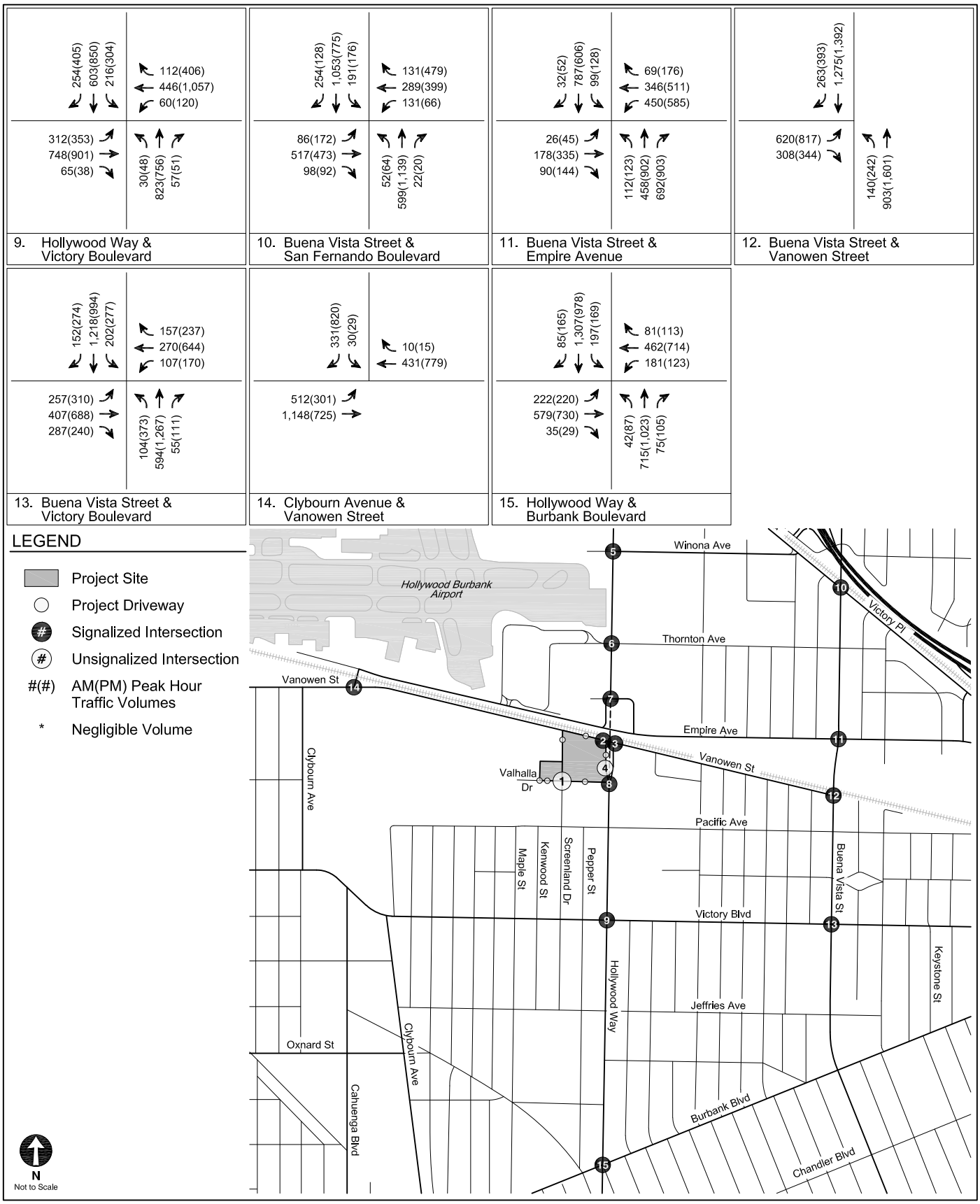
- Project Site
- Project Driveway
- (#) Signalized Intersection
- (#) Unsignalized Intersection
- #(#) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume



N
Not to Scale

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2026)
PEAK HOUR TRAFFIC VOLUMES

FIGURE 10



FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2026)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
10 (CONT.)

TABLE 4
ANALYZED LOCATIONS

No.	Location
Intersections	
1. [a]	Screenland Drive & Valhalla Drive
2.	N Hollywood Way SB On Ramp & Vanowen Street
3.	N Hollywood Way NB Off Ramp & Vanowen Street
4. [a]	N Hollywood Way at the SB Ramp from Vanowen Street
5.	N Hollywood Way & Winona Avenue
6.	N Hollywood Way & Thornton Avenue
7.	N Hollywood Way & Avon Street
8.	N Hollywood Way & Valhalla Drive
9.	N Hollywood Way & Victory Boulevard
10.	Buena Vista Street & San Fernando Boulevard
11.	Buena Vista Street & Empire Avenue
12.	Buena Vista Street & Vanowen Street
13.	Buena Vista Street & Victory Boulevard
14.	Clybourn Avenue & Vanowen Street
15.	N Hollywood Way & Burbank Boulevard
Residential Streets (all between Pacific Avenue & Victory Boulevard)	
1.	Maple Street
2.	Kenwood Street
3.	Screenland Drive
4.	Pepper Drive

Notes:
[a] Unsignalized intersection.

Section 4B
Project Traffic Volumes

Trip generation estimates, trip distribution patterns, and trip assignments were prepared for the Project. These components form the basis of the Project's traffic analysis.

PROJECT TRIP GENERATION

The number of peak hour vehicle trips expected to be generated by the Project was estimated using rates published in *Trip Generation Manual, 10th Edition* (Institute of Transportation Engineers, 2017). Specifically, trips for the residential units were estimated using Multi-Family Housing (Mid-Rise) rates (land use code 221), trips for the restaurant uses were estimated using the High-Turnover Sit-Down Restaurant rates (land use code 932), and trips for the office use were estimated using the General Office rates (land use code 710).

Trip generation reductions were included to account for public transit usage (applied to all Project land uses) and pass-by and internal capture for the restaurant uses. The pass-by reduction accounts for trips by people already driving by the Project Site for another purpose, which are not new trips generated by the Project. The internal capture reduction accounts for interactions between land uses in a mixed-use development (i.e., restaurant patronage by residents and office workers at the Project Site, who would not make an additional trip). Additionally, the Project trip generation estimates account for the removal of the existing Fry's Electronics store by estimating those trips using the Electronics Superstore land use from *Trip Generation Manual, 10th Edition* (land use code 863) and applying transit and pass-by trip reductions. Each of these reductions were reviewed and approved by CDD staff for use in this study.

After accounting for the adjustments described above, the Project is estimated to generate a net total of 3,254 daily trips, including 475 trips during the morning peak hour (228 inbound, 247 outbound) and 247 trips during the afternoon peak hour (118 inbound, 129 outbound), as summarized in Table 5.

Saturday Mid-Day Trip Generation

Additionally, because the Project has a commercial restaurant component which is typically busier on weekends than weekdays, a trip generation estimate was prepared for the Saturday mid-day peak hour using rates from *Trip Generation Manual, 10th Edition*. While restaurant trip generation is higher, office trip generation is lower on Saturdays, and trip generation for the Fry's Electronics is substantially higher compared to weekdays. The trip generation estimates for Saturday are shown in Table 6. As shown, the Project would generate fewer trips than the Fry's Electronics and, therefore, would result in a net reduction in peak hour trips. Therefore, this transportation study does not include an operations analysis of the effects of Project traffic on Saturdays.

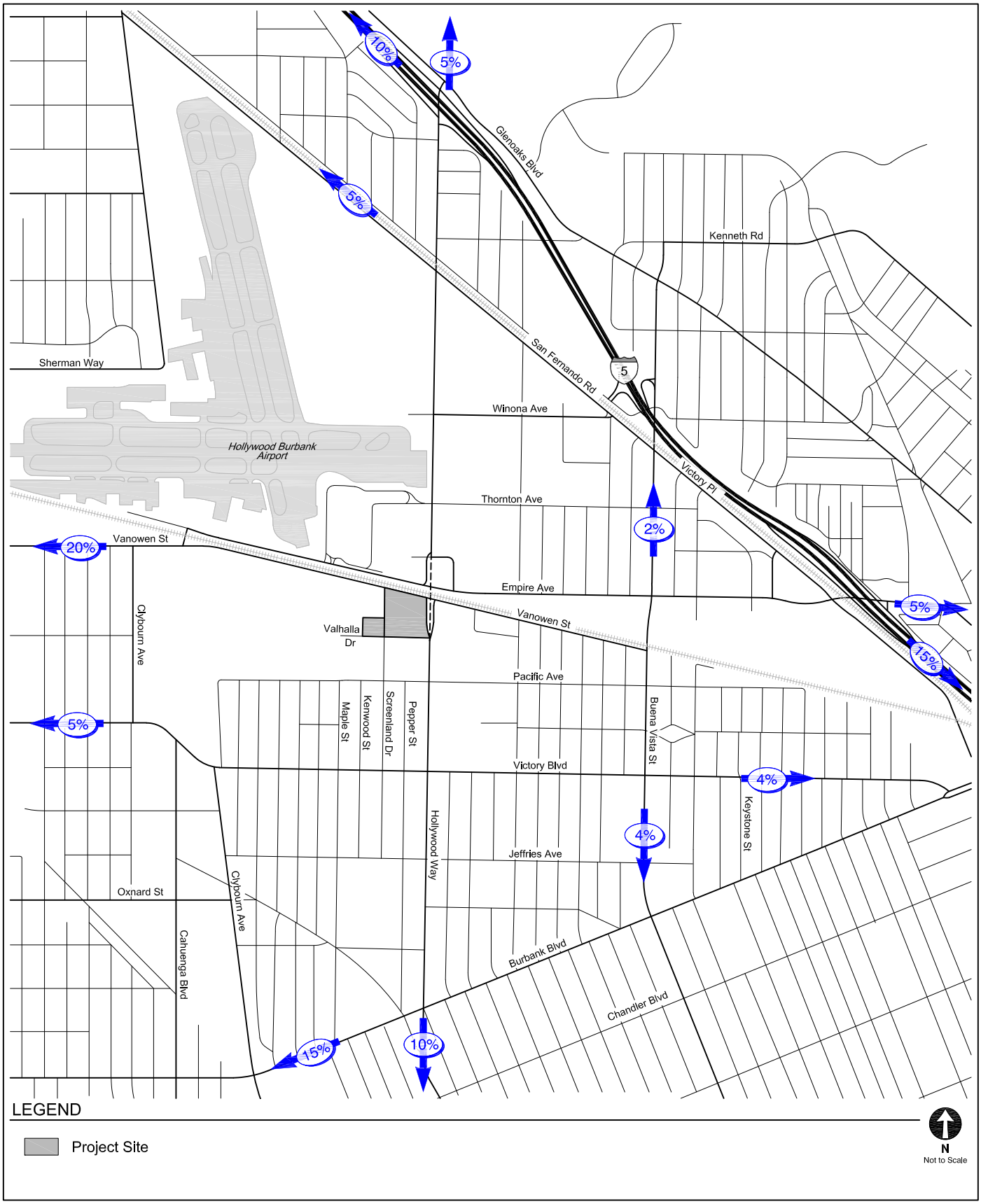
PROJECT TRIP DISTRIBUTION

The geographic distribution of trips generated by the Project is primarily dependent on the location of office and commercial uses to which residents of the Project would be drawn as well as the location of residential uses where Project office employees may live, along with characteristics of the street system serving the Project Site, existing intersection traffic volumes, and the location of the proposed driveways.

The City Model was used to forecast the likely regional distribution of Project traffic based on the factors above and the socioeconomic data built into the City Model. The Project land uses were added to the City Model and distribution plots were prepared, the results of which are provided in Appendix E. The regional distribution pattern is shown in Figure 11 and was used to inform the intersection-level trip distribution for the Project, shown in Figure 12 for residential and restaurant trips and Figure 13 for office trips.

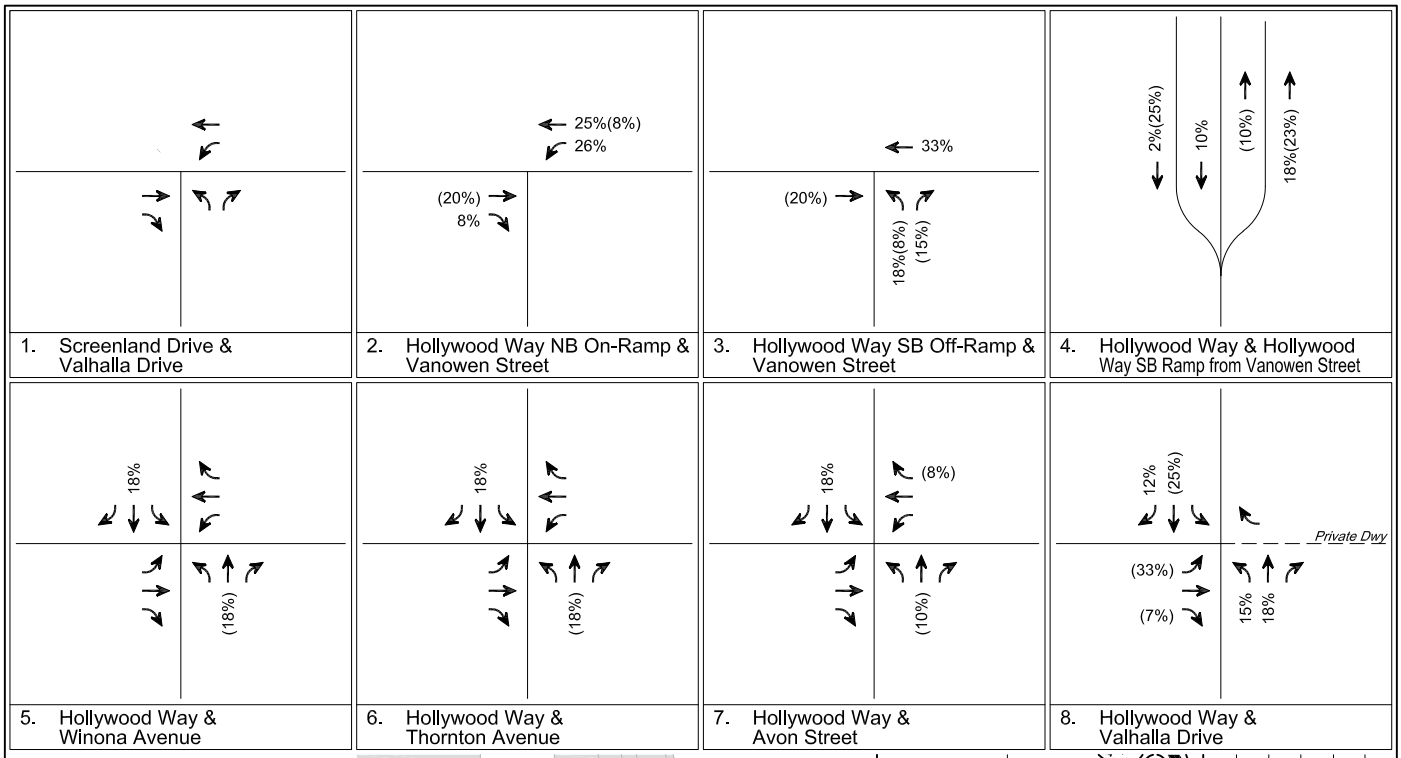
PROJECT TRIP ASSIGNMENT

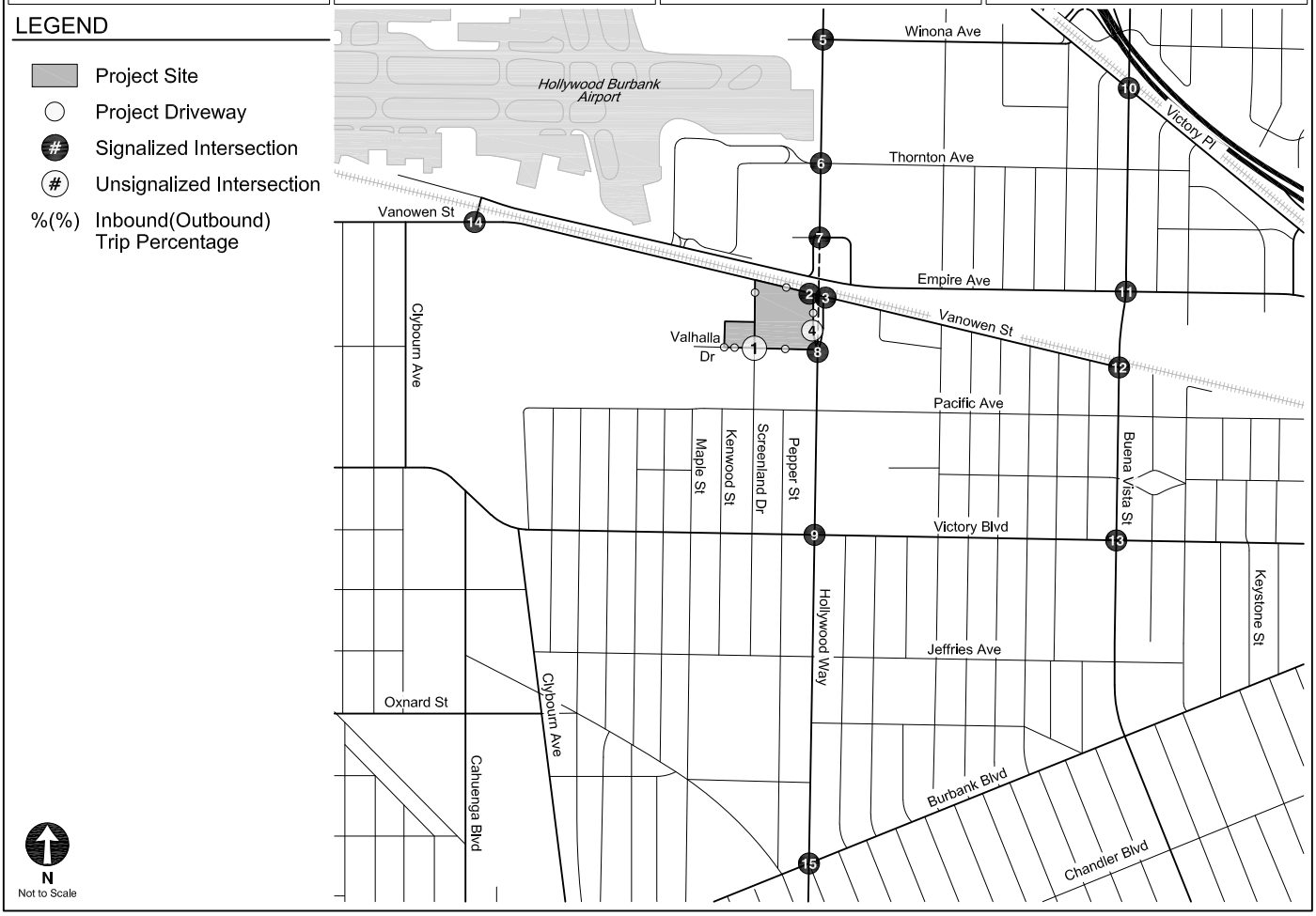
The Project trip generation estimates summarized in Table 5 and the trip distribution patterns shown in Figures 12 and 13 were used to assign the Project-generated traffic through the study intersections. Figure 14 illustrates the Project-only traffic volumes at the study intersections during typical weekday morning and afternoon peak hours.



REGIONAL TRIP DISTRIBUTION

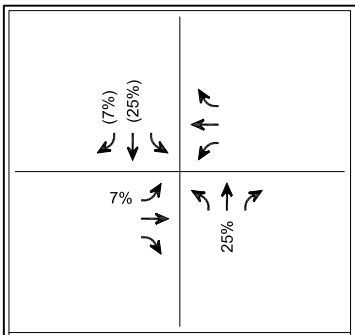
FIGURE 11



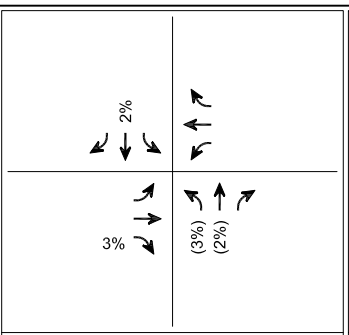


PROJECT TRIP DISTRIBUTION
RESIDENTIAL AND RESTAURANT

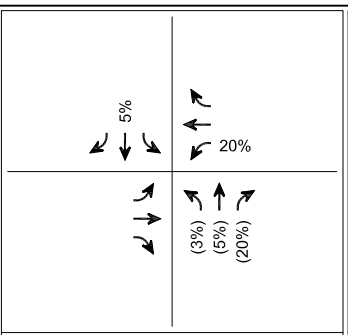
FIGURE
12



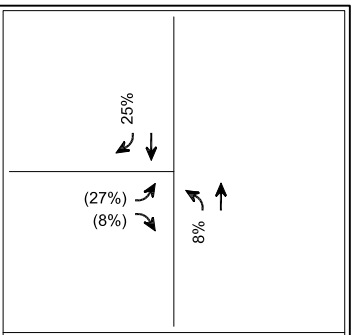
9. Hollywood Way & Victory Boulevard



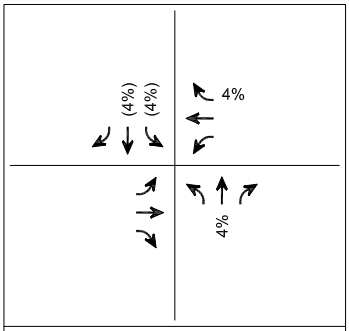
10. Buena Vista Street & San Fernando Boulevard



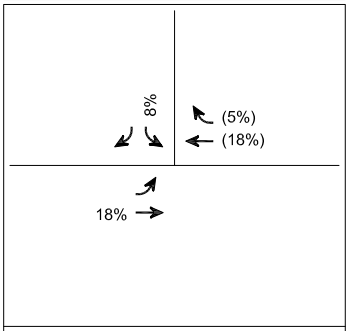
11. Buena Vista Street & Empire Avenue



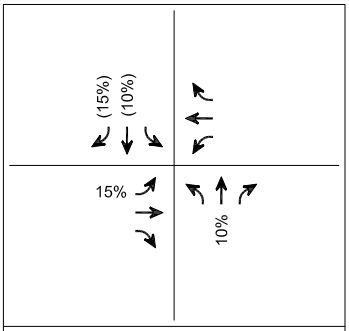
12. Buena Vista Street & Vanowen Street



13. Buena Vista Street & Victory Boulevard



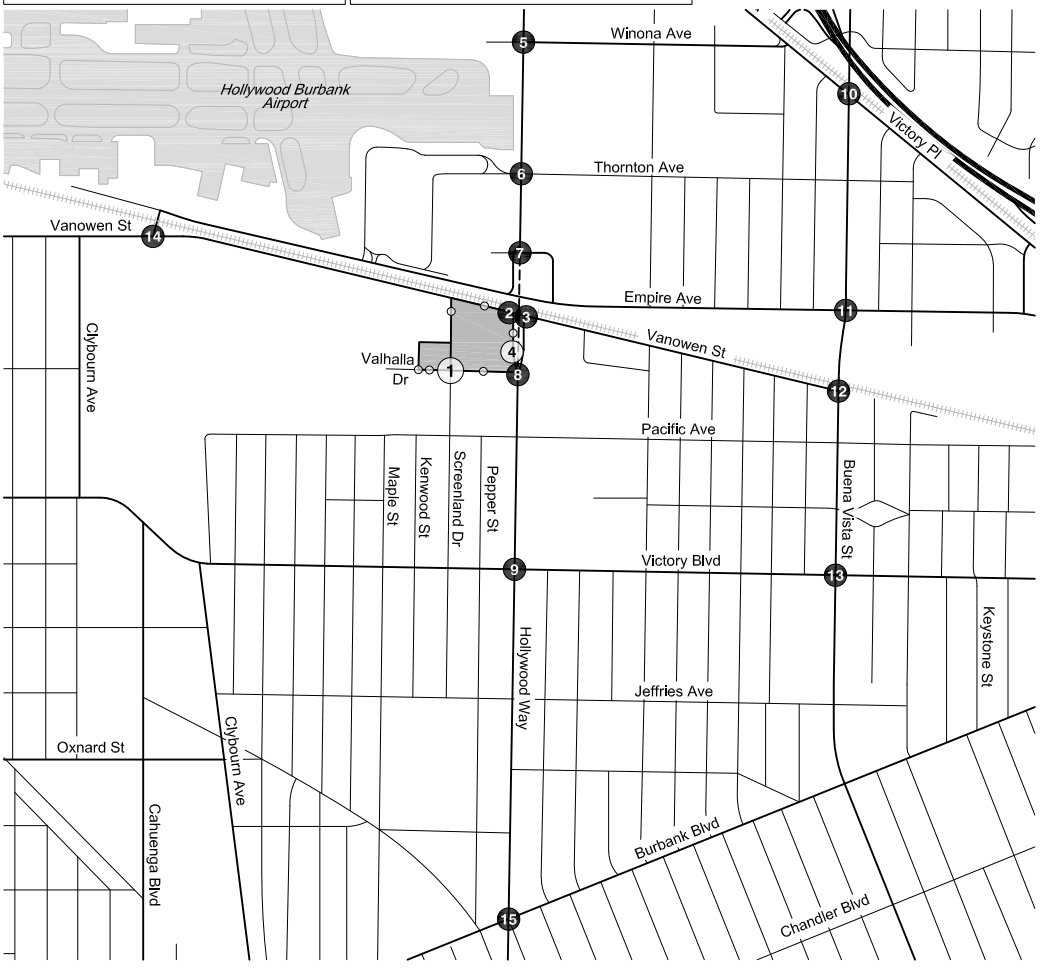
14. Clybourn Avenue & Vanowen Street



15. Hollywood Way & Burbank Boulevard

LEGEND

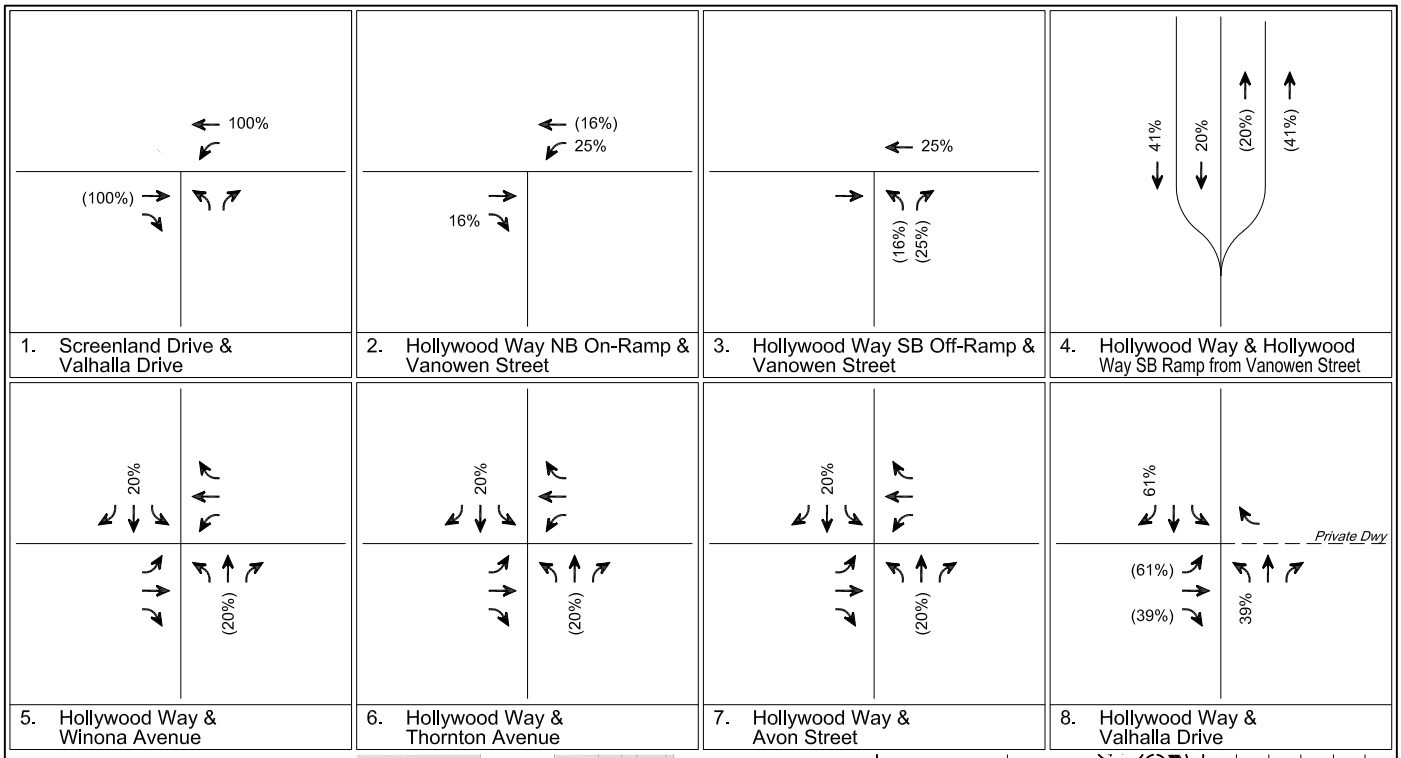
- Project Site
- Project Driveway
- # Signalized Intersection
- # Unsignalized Intersection
- %(%) Inbound(Outbound) Trip Percentage

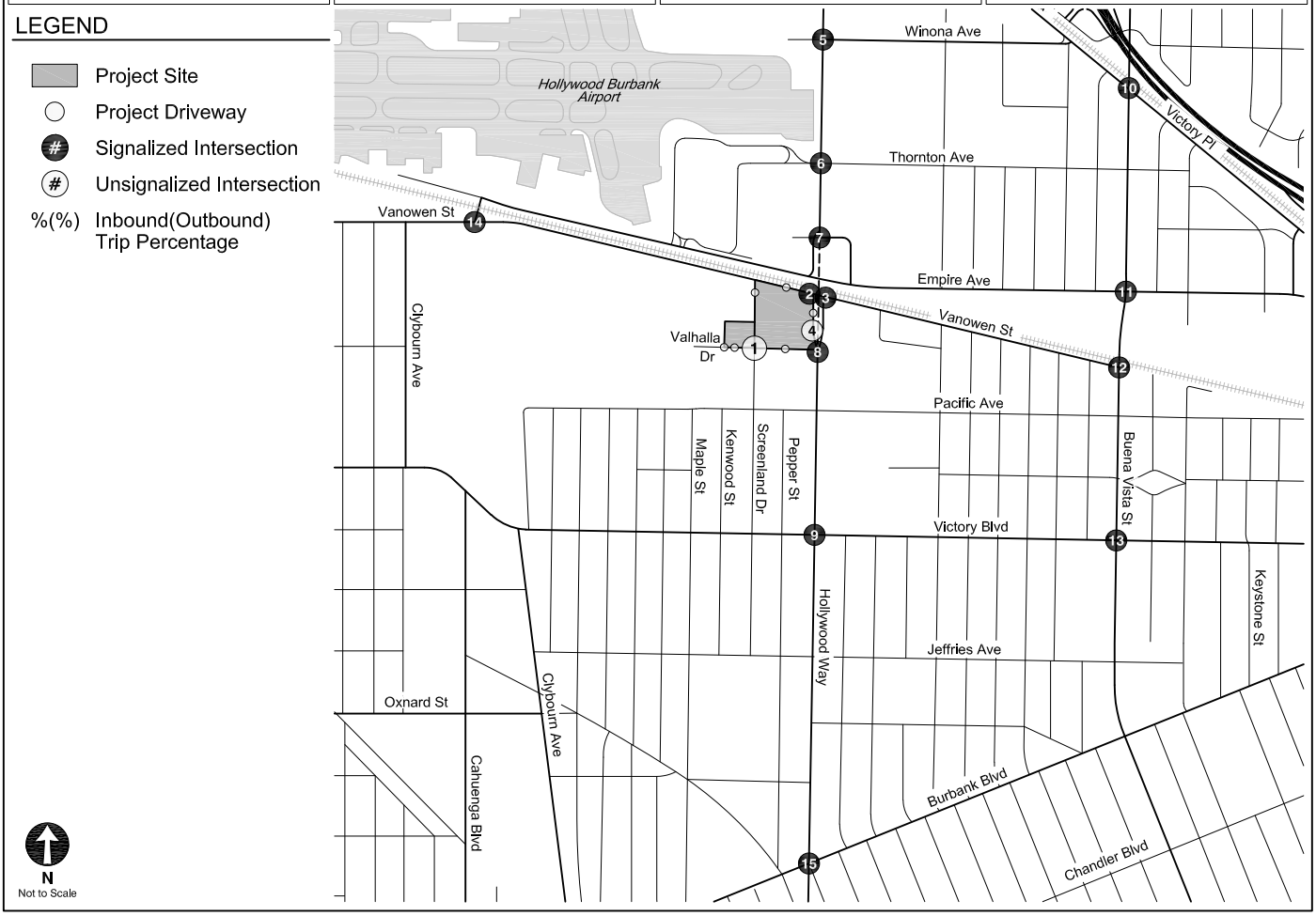


N
Not to Scale

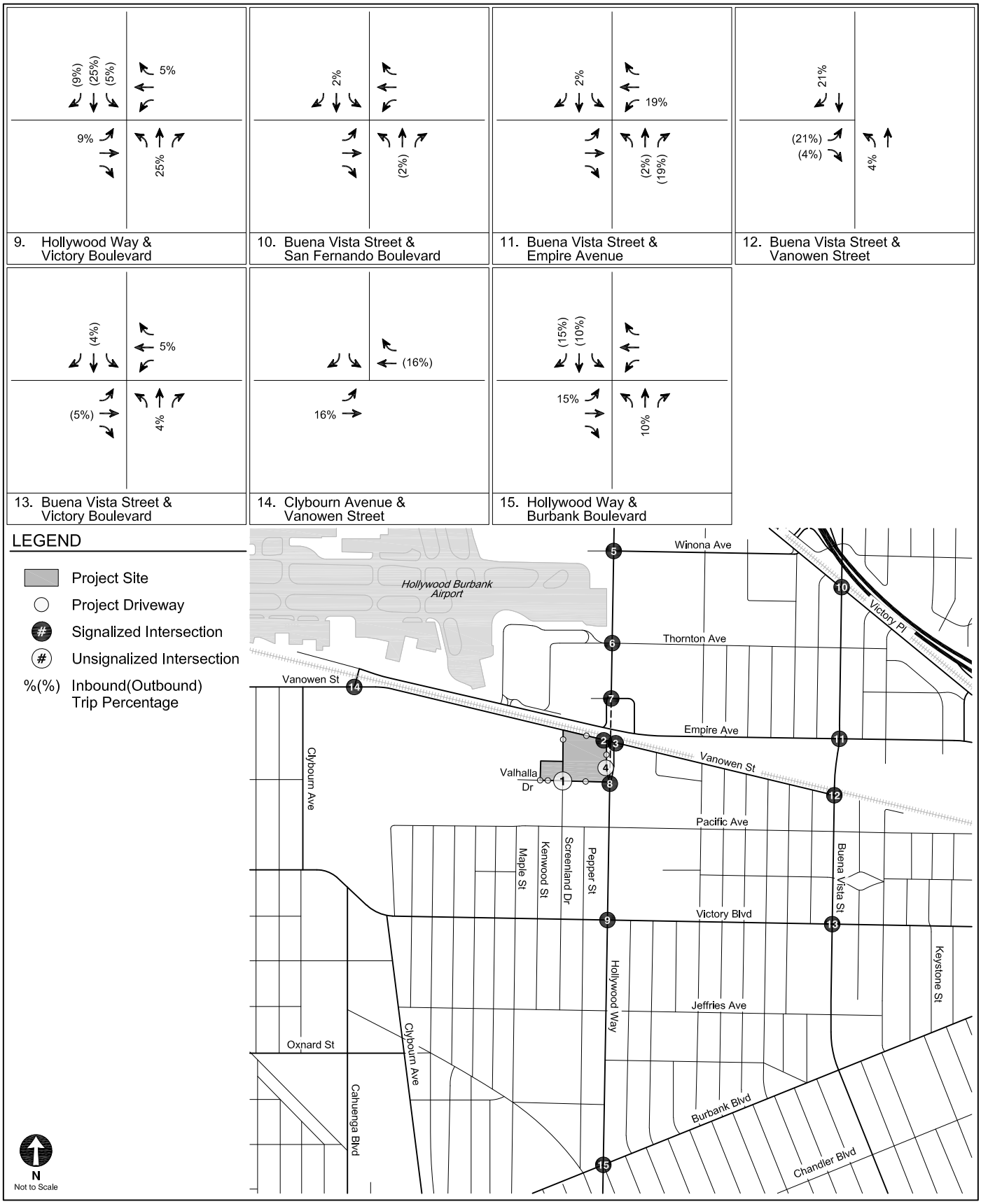
PROJECT TRIP DISTRIBUTION
RESIDENTIAL AND RESTAURANT

FIGURE
12 (CONT.)



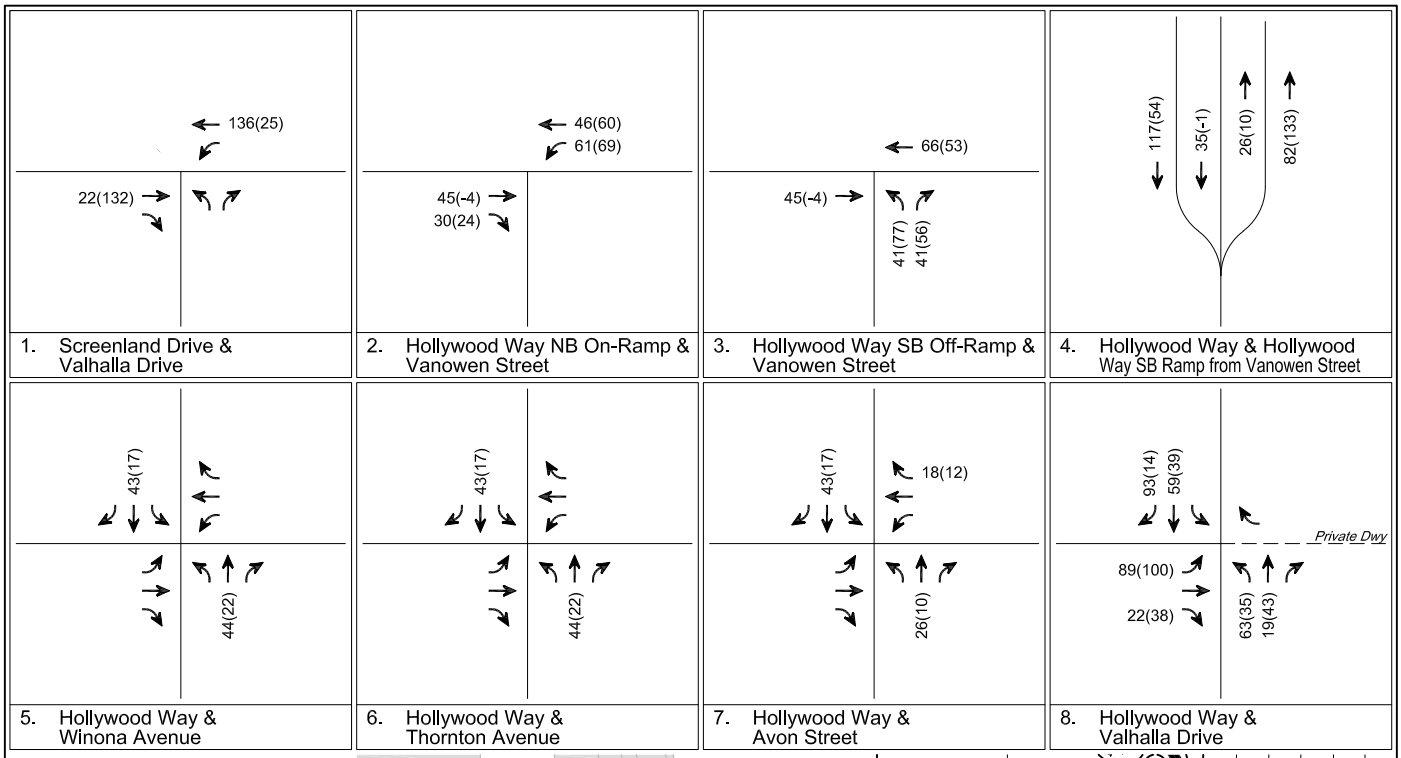


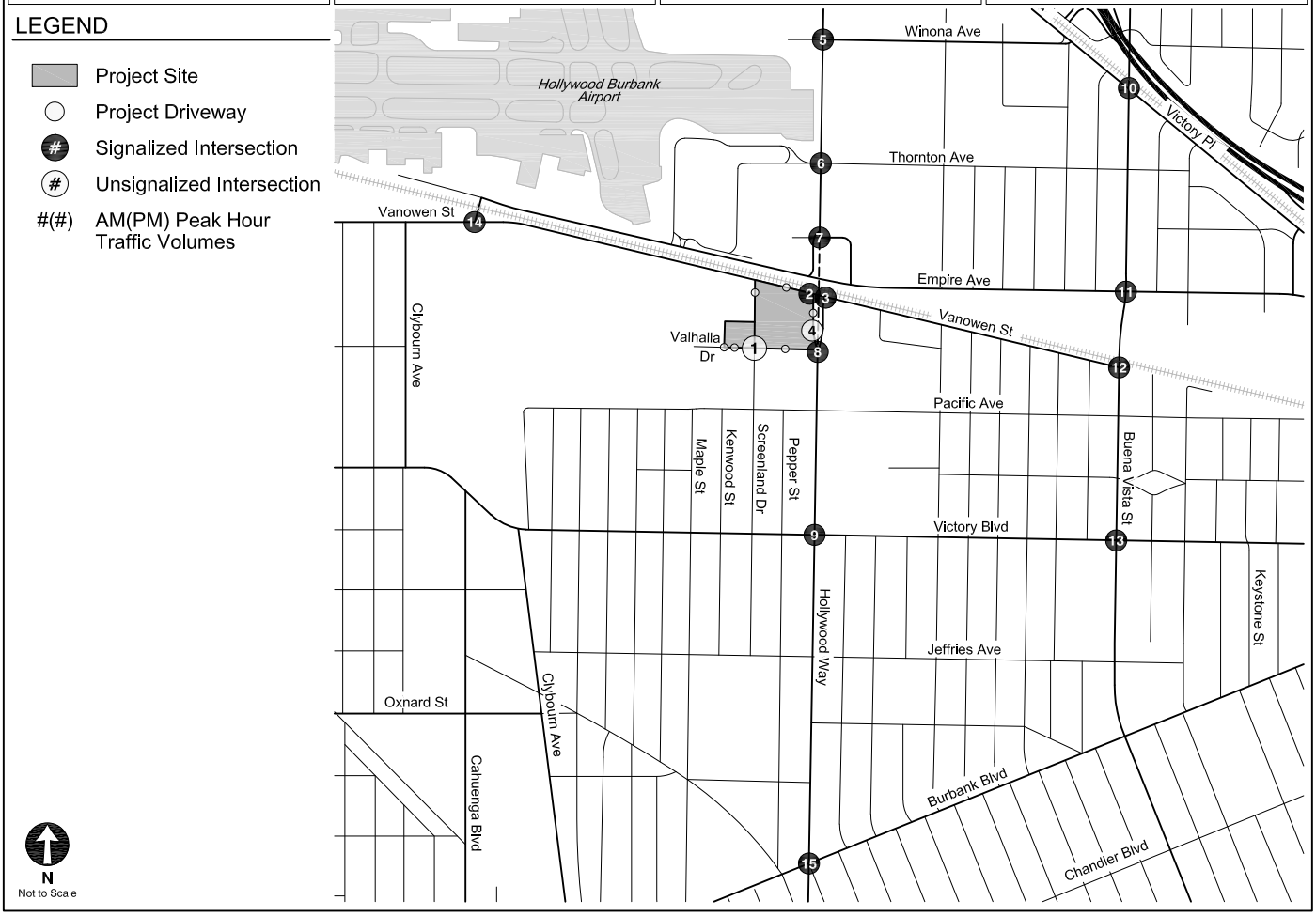
PROJECT TRIP DISTRIBUTION OFFICE	FIGURE 13



PROJECT TRIP DISTRIBUTION
OFFICE

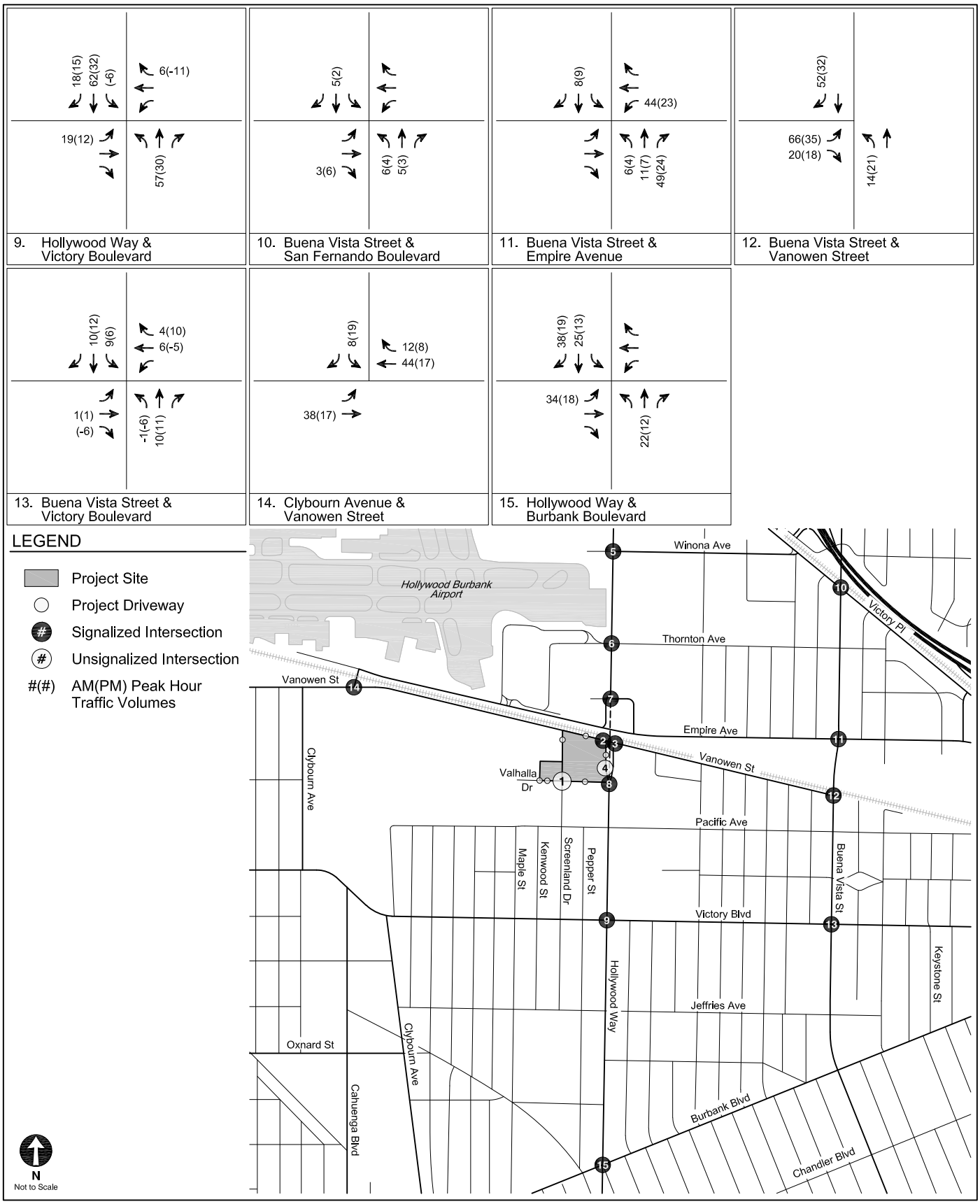
FIGURE
13 (CONT.)





PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE
14



PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE
14 (CONT.)

TABLE 5
PROJECT TRIP GENERATION - WEEKDAY

Land Use	ITE Land Use	Rate	Daily	Morning Peak Hour			Afternoon Peak Hour		
				In	Out	Total	In	Out	Total
Trip Generation Rates [a]									
Multifamily Housing (Mid-Rise)	221	per du	5.44	26%	74%	0.36	61%	39%	0.44
General Office Building	710	per ksf	9.74	86%	14%	1.16	16%	84%	1.15
Electronics Superstore	863	per ksf	41.05	64%	36%	0.32	49%	51%	4.26
High-Turnover (Sit-Down) Restaurant	932	per ksf	112.18	55%	45%	9.94	62%	38%	9.77
Trip Generation Estimates									
Multi-family Housing	221	862 du	4,689	81	229	310	231	148	379
Transit/Walk Adjustment - 10% [b]			*(469)*	*(8)*	*(23)*	*(31)*	*(23)*	*(15)*	*(38)*
Subtotal - Residential			**4,220**	**73**	**206**	**279**	**208**	**133**	**341**
Commercial - Office	710	151.800 ksf	1,479	151	25	176	28	147	175
Transit/Walk Adjustment - 10% [b]			*(148)*	*(15)*	*(3)*	*(18)*	*(3)*	*(15)*	*(18)*
Commercial - Restaurant	932	9.700 ksf	1,088	53	43	96	59	36	95
Internal Capture Adjustment - 10% [c]			*(109)*	*(5)*	*(5)*	*(10)*	*(6)*	*(4)*	*(10)*
Transit/Walk Adjustment - 10% [b]			*(98)*	*(5)*	*(4)*	*(9)*	*(5)*	*(4)*	*(9)*
Pass-by Adjustment - 20% [d]			*(176)*	*(9)*	*(6)*	*(15)*	*(10)*	*(5)*	*(15)*
Subtotal - Commercial			**2,036**	**170**	**50**	**220**	**63**	**155**	**218**
TOTAL TRIPS - PROPOSED PROJECT			**6,256**	**243**	**256**	**499**	**271**	**288**	**559**
Existing Uses to be Removed									
Fry's Electronics	863	101.566 ksf	4,169	21	12	33	212	221	433
Transit/Walk Adjustment - 10% [b]			*(417)*	*(2)*	*(1)*	*(3)*	*(21)*	*(22)*	*(43)*
Pass-by Adjustment - 20% [d]			*(750)*	*(4)*	*(2)*	*(6)*	*(38)*	*(40)*	*(78)*
TOTAL NET TRIPS - EXISTING USES TO BE REMOVED			**(3,002)**	**(15)**	**(9)**	**(24)**	**(153)**	**(159)**	**(312)**
TOTAL PROJECT TRIPS			**3,254**	**228**	**247**	**475**	**118**	**129**	**247**

Notes:

du: dwelling unit; ksf: 1,000 square feet

[a] Trip generation source is *Trip Generation Manual, 10th Edition*, Institute of Transportation Engineers, 2017.

[b] The Project Site is located adjacent to a bus stop located at the intersection of N. Hollywood Way and Valhalla Drive, which serves both Metro Line 222 bus and the BurbankBus NoHo-Airport Route, and 010-miles from the Bob Hope Airport Metrolink Station. Therefore, a 10% transit adjustment was applied to account for transit usage and walking visitor arrivals.

[c] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development (i.e., between residential and restaurant).

[d] Pass-by adjustments account for Project trips made by drivers already passing by on N Hollywood Way for a different primary trip purpose.

TABLE 6
PROJECT TRIP GENERATION - SATURDAY

Land Use	ITE Land Use	Rate	Saturday Peak Hour		
			In	Out	Total
Trip Generation Rates [a]					
Multifamily Housing (Mid-Rise)	221	per du	49%	51%	0.44
General Office Building	710	per ksf	54%	46%	0.53
Electronics Superstore	863	per ksf	51%	49%	7.02
High-Turnover (Sit-Down) Restaurant	932	per ksf	51%	49%	11.19
Trip Generation Estimates					
Multi-family Housing	221	862 du	186	193	379
Transit/Walk Adjustment - 10% [b]			*(19)*	*(19)*	*(38)*
Subtotal - Residential			**167**	**174**	**341**
Commercial - Office	710	151.800 ksf	43	37	80
Transit/Walk Adjustment - 10% [b]			*(4)*	*(4)*	*(8)*
Commercial - Restaurant	932	9.700 ksf	56	53	109
Internal Capture Adjustment - 10% [c]			*(6)*	*(5)*	*(11)*
Transit/Walk Adjustment - 10% [b]			*(5)*	*(5)*	*(10)*
Pass-by Adjustment - 20% [d]			*(9)*	*(9)*	*(18)*
Subtotal - Commercial			**75**	**67**	**142**
TOTAL TRIPS - PROPOSED PROJECT			**242**	**241**	**483**
Existing Uses to be Removed					
Fry's Electronics	863	101.566 ksf	364	349	713
Transit/Walk Adjustment - 10% [b]			*(36)*	*(35)*	*(71)*
Pass-by Adjustment - 20% [d]			*(66)*	*(63)*	*(128)*
TOTAL NET TRIPS - EXISTING USES TO BE REMOVED			**(262)**	**(251)**	**(514)**
TOTAL PROJECT TRIPS			**(20)**	**(10)**	**(31)**

Notes:

du: dwelling unit; ksf: 1,000 square feet

[a] Trip generation source is *Trip Generation Manual, 10th Edition* , Institute of Transportation Engineers, 2017.

[b] The Project Site is located adjacent to a bus stop located at the intersection of N. Hollywood Way and Valhalla Drive, which serves both Metro Line 222 bus and the BurbankBus NoHo-Airport Route, and 010-miles from the Bob Hope Airport Metrolink Station. Therefore, a 10% transit adjustment was applied to account for transit usage and walking visitor arrivals.

[c] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development (i.e., between residential and restaurant).

[d] Pass-by adjustments account for Project trips made by drivers already passing by on N Hollywood Way for a different primary trip purpose.

Section 4C
Intersection Operations Analysis

Intersection operating conditions were evaluated for typical weekday morning and afternoon peak hours. The analysis includes Existing Conditions (Year 2021) based on the peak hour traffic volumes from Figure 8, Future without Project Conditions (Year 2026) based on the peak hour traffic volumes from Figure 10, and Future with Project Conditions (Year 2026) shown in Figure 15, which adds the Project-only traffic volumes from Figure 14 to the Future without Project Conditions traffic volumes. The comparison of the Future with Project Conditions to the Future without Project Conditions demonstrates the anticipated operational effects of Project traffic on the study intersections.

METHODOLOGY AND CRITERIA

In accordance with the City Guidelines, the intersection delay and LOS analyses for the operational evaluation were conducted using the HCM methodology, which was implemented using Synchro software and signal timing worksheets from the City. The HCM signalized methodology calculates the average delay, in seconds, for each vehicle passing through an intersection, while the HCM unsignalized two-way stop-control methodology calculates the control delay, in seconds, for the intersection approach with the highest delay (typically, left turns from the smaller stop-controlled street onto the larger uncontrolled street). Table 7 presents a description of the LOS categories, which range from excellent, nearly free-flow traffic at LOS A, to stop-and-go conditions at LOS F, for signalized and unsignalized intersections. LOS worksheets for each analyzed scenario are provided in Appendix F.

The Mobility Element sets a goal of maintaining LOS D or better conditions at City intersections to provide adequate transportation efficiency. Therefore, intersections that operate at LOS E or F during one or both peak hours should be examined to determine whether the Project contributes to that substandard condition. If a nexus is identified, improvements should be suggested that could reduce delay. Such a nexus is not a CEQA significant impact, and improvements are not

required to be implemented by CEQA. However, it is within the City's authority to require a development project to provide transportation improvements to offset detrimental effects of Project traffic.

EXISTING TRAFFIC CONDITIONS

Table 8 summarizes the delay and LOS under Existing Conditions during the weekday morning and afternoon peak hours for the study intersections. As shown, two intersections currently operate worse than LOS D during one peak hour: Intersection #6 (N. Hollywood Way & Thornton Avenue) operates at LOS E during the morning peak hour and Intersection #13 (Buena Vista Street & Victory Boulevard) operates at LOS E during the afternoon peak hour. The remaining 13 intersections all operate at LOS D or better during both peak hours.

FUTURE TRAFFIC CONDITIONS

Table 9 summarizes the delay and LOS under Future without Project Conditions and Future with Project Conditions during the weekday morning and afternoon peak hours for the study intersections. As shown, two intersections would operate at LOS E or F under Future without Project Conditions: Intersections #9 (N. Hollywood Way & Victory Boulevard) and #13 (Buena Vista Street & Victory Boulevard) would operate at LOS E during the afternoon peak hour. Intersection #6 (N. Hollywood Way & Thornton Avenue), which operates at LOS E during the morning peak hour under Existing Conditions, would improve operations both due to physical expansion to increase capacity and the relocation of the primary airport access point away from Thornton Avenue as part of the Hollywood Burbank Airport Terminal Replacement Project.

When Project traffic is added under Future with Project Conditions, one additional intersection (Intersection #4, N. Hollywood Way at the southbound ramp from Vanowen Street) would operate at LOS E during the morning peak hour and LOS F during the afternoon peak hour based on the worst-case delay experienced by ramp traffic. That intersection operates as a stop-controlled merge of ramp traffic with southbound traffic on N. Hollywood Way, and traffic on N. Hollywood Way is not delayed. Due to the unique configuration of this merge, and its proximity to the downstream Intersection #8 (N. Hollywood Way & Valhalla Drive), approximately 100 feet to the

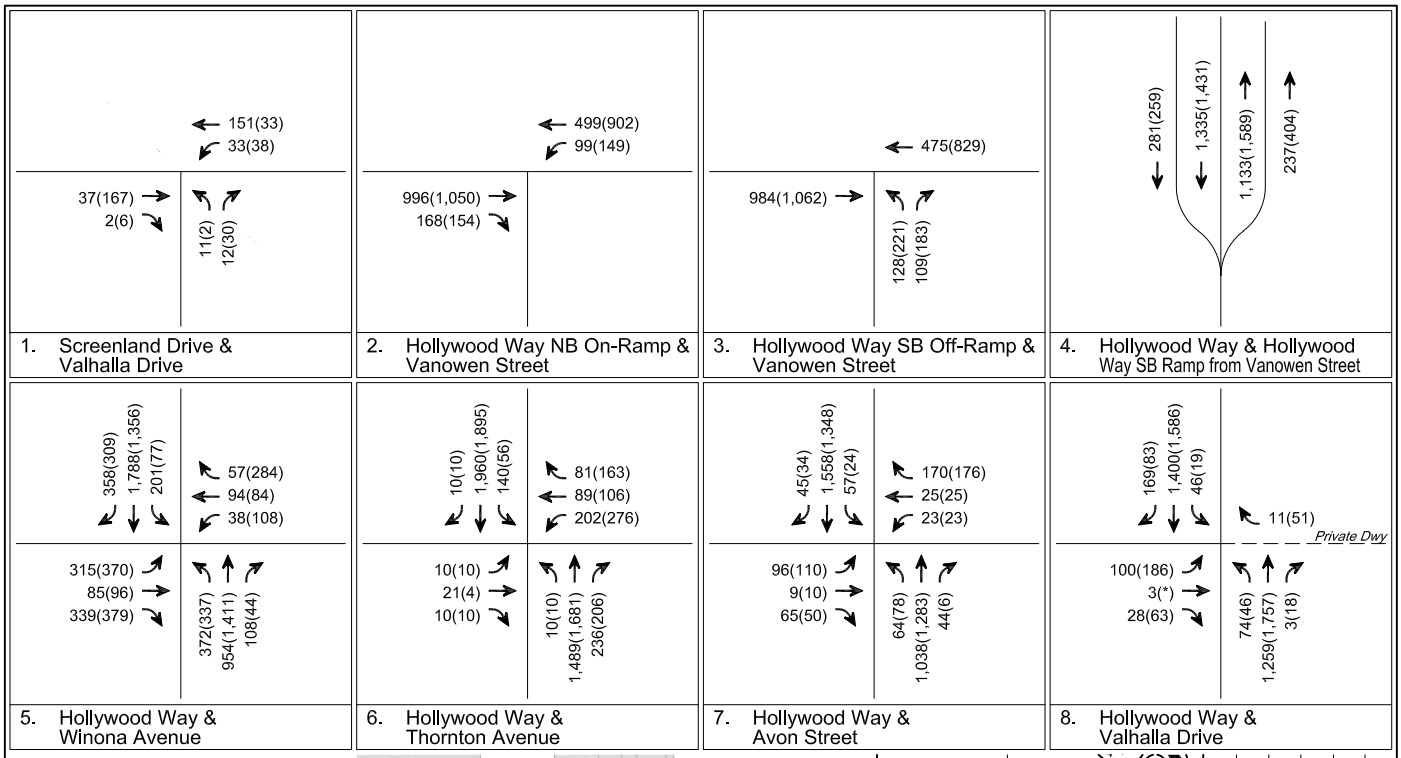
south, there is little opportunity to modify the configuration or operation of this intersection without requiring substantial roadway widening.

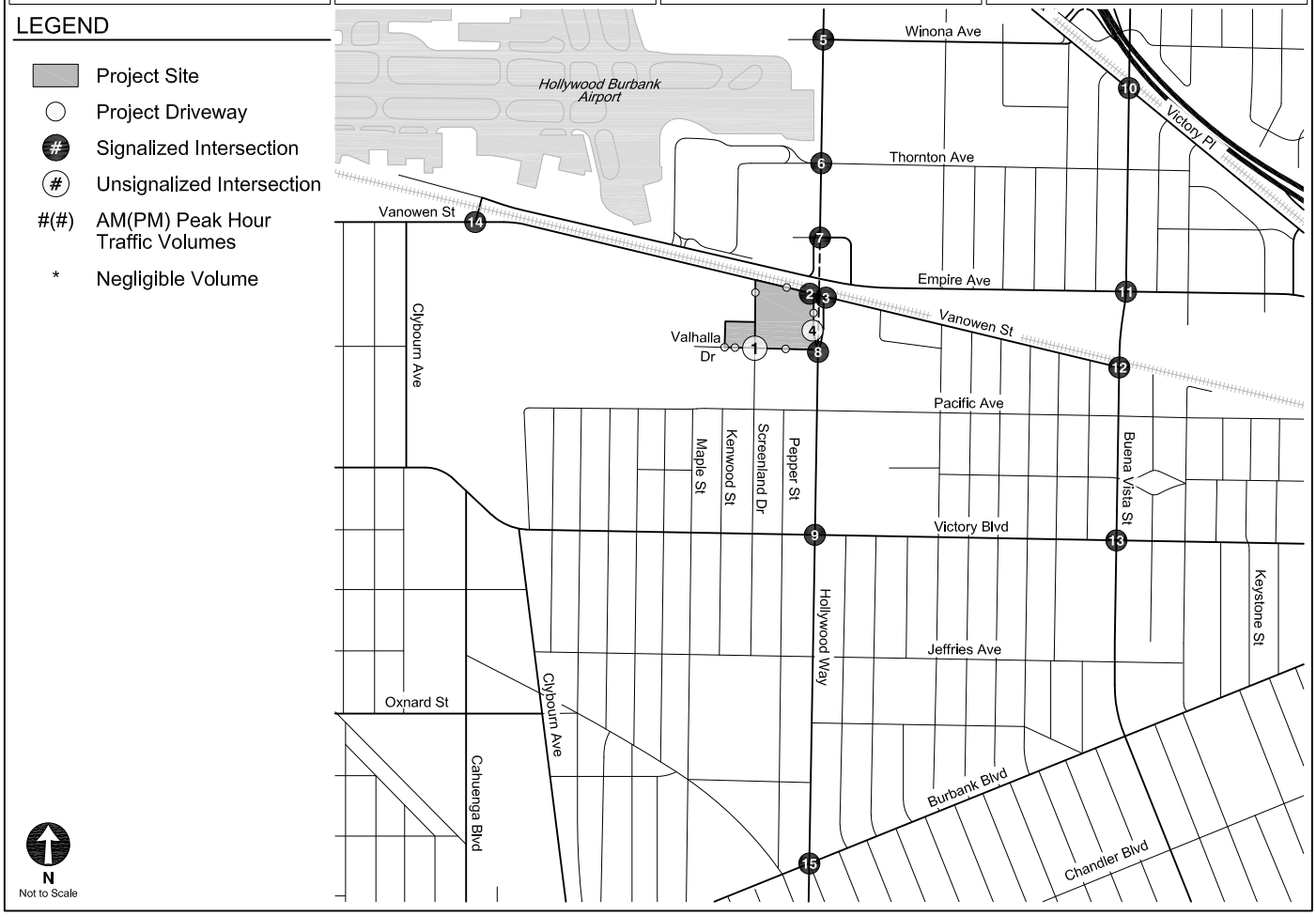
At the other two locations operating at LOS E during the afternoon peak hour, the Project would result in increases in average delay of 5.5 seconds at Intersection #9 (N. Hollywood Way & Victory Boulevard) and 1.2 seconds at Intersection #13 (Buena Vista Street & Victory Boulevard). It should be noted that the Future with Project Conditions analysis of Intersection #2 (N. Hollywood Way Southbound On-ramp & Vanowen Street) assumes implementation of pedestrian crossing phase along with a protected westbound left-turn phase, as discussed in Section 3C.

INTERSECTION OPERATIONS ANALYSIS FINDINGS

The purpose of the intersection operations analysis is to determine if the traffic caused by the Project would substantially increase delay, causing an operational deficiency on the City roadway network or be incompatible with the Burbank2035 General Plan. The results of the intersection operations analysis conclude that, for most study intersections, the Project does not add additional delay that would be perceptible to most drivers or affect overall driver convenience.

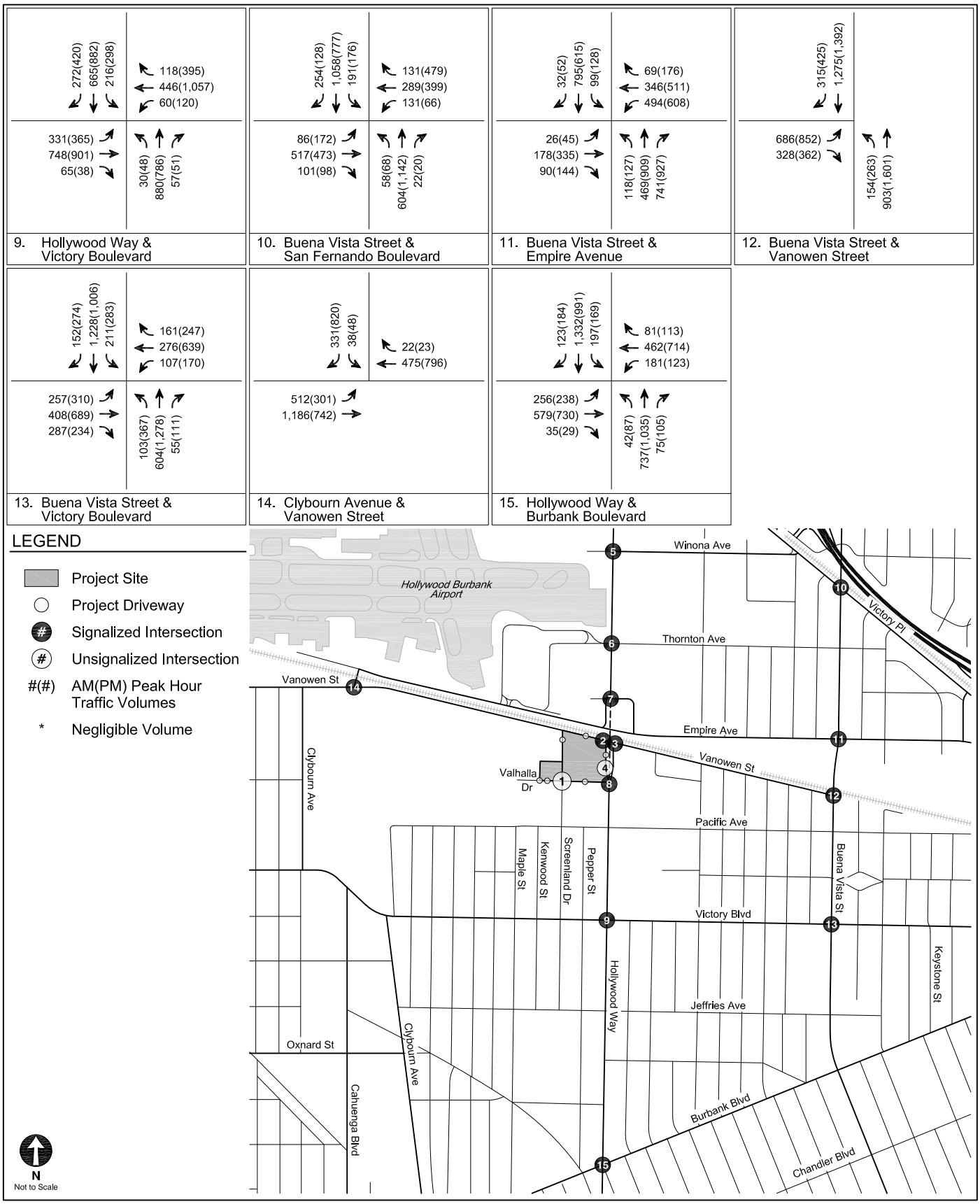
For Intersection #4 (N. Hollywood Way & southbound ramp from Vanowen Street), the Project would add between approximately 17 and 26 seconds of delay to drivers traveling on the ramp between Vanowen Street and N. Hollywood Way under Future with Project Conditions and would shift the intersection performance from LOS C to LOS E for ramp traffic during the morning peak hour and from LOS D to LOS F for ramp traffic during the afternoon peak hour. While the Project traffic would add perceptible delay to ramp traffic during the peak hours, it would not affect traffic on other legs of the intersection. Due to the unique configuration that allows this ramp traffic to merge with N. Hollywood Way traffic, there is no reasonable improvement that could be made to reduce this delay that would not conflict with other goals and policies of the Burbank2035 General Plan. Given that the Project's traffic does not appreciably affect delay on the City's roadway network, the Project is not shown to cause an operational deficiency or be incompatible with the Burbank2035 General Plan.





FUTURE WITH PROJECT CONDITIONS (YEAR 2026)
PEAK HOUR TRAFFIC VOLUMES

FIGURE 15



FUTURE WITH PROJECT CONDITIONS (YEAR 2026)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
15 (CONT.)

TABLE 7
INTERSECTION LEVEL OF SERVICE DEFINITIONS

Level of Service	Description	Delay [a]	
		Signalized Intersections	Unsignalized Intersections
A	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.	≤ 10	≤ 10
B	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.	> 10 and ≤ 20	> 10 and ≤ 15
C	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.	> 20 and ≤ 35	> 15 and ≤ 25
D	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.	> 35 and ≤ 55	> 25 and ≤ 35
E	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.	> 55 and ≤ 80	> 35 and ≤ 50
F	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.	> 80	> 50

Notes:
Source: *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016).
[a] Measured in seconds.

TABLE 8
EXISTING CONDITIONS (YEAR 2021)
INTERSECTION LEVELS OF SERVICE

No	Intersection	Peak Hour	Existing Conditions	
			Delay	LOS
1. [a]	Screenland Drive & Valhalla Drive	AM PM	8.9 8.7	A A
2.	N Hollywood Way SB On Ramp & Vanowen Street	AM PM	0.4 0.4	A A
3.	N Hollywood Way NB Off Ramp & Vanowen Street	AM PM	19.2 20.7	B C
4. [a]	N Hollywood Way at the SB Ramp from Vanowen Street	AM PM	19.9 21.6	C C
5.	N Hollywood Way & Winona Avenue	AM PM	10.0 27.2	A C
6.	N Hollywood Way & Thornton Avenue	AM PM	56.9 25.4	**E** C
7.	N Hollywood Way & Avon Street	AM PM	9.9 10.3	A B
8.	N Hollywood Way & Valhalla Drive	AM PM	8.0 12.3	A B
9.	N Hollywood Way & Victory Boulevard	AM PM	30.7 47.3	C D
10.	Buena Vista Street & San Fernando Boulevard	AM PM	34.2 47.1	C D
11.	Buena Vista Street & Empire Avenue	AM PM	39.5 53.7	D D
12.	Buena Vista Street & Vanowen Street	AM PM	24.4 33.8	C C
13.	Buena Vista Street & Victory Boulevard	AM PM	31.9 60.9	C **E**
14.	Clybourne Avenue & Vanowen Street	AM PM	13.0 25.0	B C
15.	N Hollywood Way & Burbank Boulevard	AM PM	26.0 17.5	C B

Notes:

Delay is measured in seconds per vehicle. LOS = Level of Service.

Unless otherwise noted, intersection analysis based on HCM signalized methodology, which calculates the average intersection delay, in seconds, for all vehicles passing through.

[a] Intersection analysis based on the HCM Two-Way Stop Control Unsignalized methodology, which reports the worst-case delay for any controlled movement.

TABLE 9
FUTURE CONDITIONS (YEAR 2026)
INTERSECTION LEVELS OF SERVICE

No	Intersection	Peak Hour	Future Conditions		Future with Project Conditions	
			Delay	LOS	Delay	LOS
1. [a]	Screenland Drive & Valhalla Drive	AM PM	8.9 8.7	A A	9.6 9.5	A A
2.	N Hollywood Way SB On Ramp & Vanowen Street	AM PM	0.4 0.4	A A	6.0 7.4	A A
3.	N Hollywood Way NB Off Ramp & Vanowen Street	AM PM	19.6 16.2	B B	20.8 20.5	C C
4. [a]	N Hollywood Way at the SB Ramp from Vanowen Street	AM PM	22.7 33.8	C D	48.5 51.1	**E** **F**
5.	N Hollywood Way & Winona Avenue	AM PM	48.6 52.1	D D	50.6 52.1	D D
6.	N Hollywood Way & Thornton Avenue	AM PM	35.2 20.2	D C	37.9 24.5	D C
7.	N Hollywood Way & Avon Street	AM PM	10.5 25.9	B C	10.1 26.2	B C
8.	N Hollywood Way & Valhalla Drive	AM PM	9.2 11.8	A B	11.5 14.2	B B
9.	N Hollywood Way & Victory Boulevard	AM PM	35.5 64.0	D **E**	37.0 69.5	D **E**
10.	Buena Vista Street & San Fernando Boulevard	AM PM	30.6 50.5	C D	30.9 46.9	C D
11.	Buena Vista Street & Empire Avenue	AM PM	42.8 48.5	D D	43.6 51.4	D D
12.	Buena Vista Street & Vanowen Street	AM PM	25.3 42.6	C D	27.7 46.9	C D
13.	Buena Vista Street & Victory Boulevard	AM PM	34.1 74.9	C **E**	34.5 76.1	C **E**
14.	Clybourne Avenue & Vanowen Street	AM PM	13.5 37.2	B D	13.9 35.8	B D
15.	N Hollywood Way & Burbank Boulevard	AM PM	28.3 36.3	C D	30.5 38.2	C D

Notes:

Delay is measured in seconds per vehicle. LOS = Level of Service.

Unless otherwise noted, intersection analysis based on HCM signalized methodology, which calculates the average intersection delay, in seconds, for all vehicles passing through.

[a] Intersection analysis based on the HCM Two-Way Stop Control Unsignalized methodology, which reports the worst-case delay for any controlled movement.

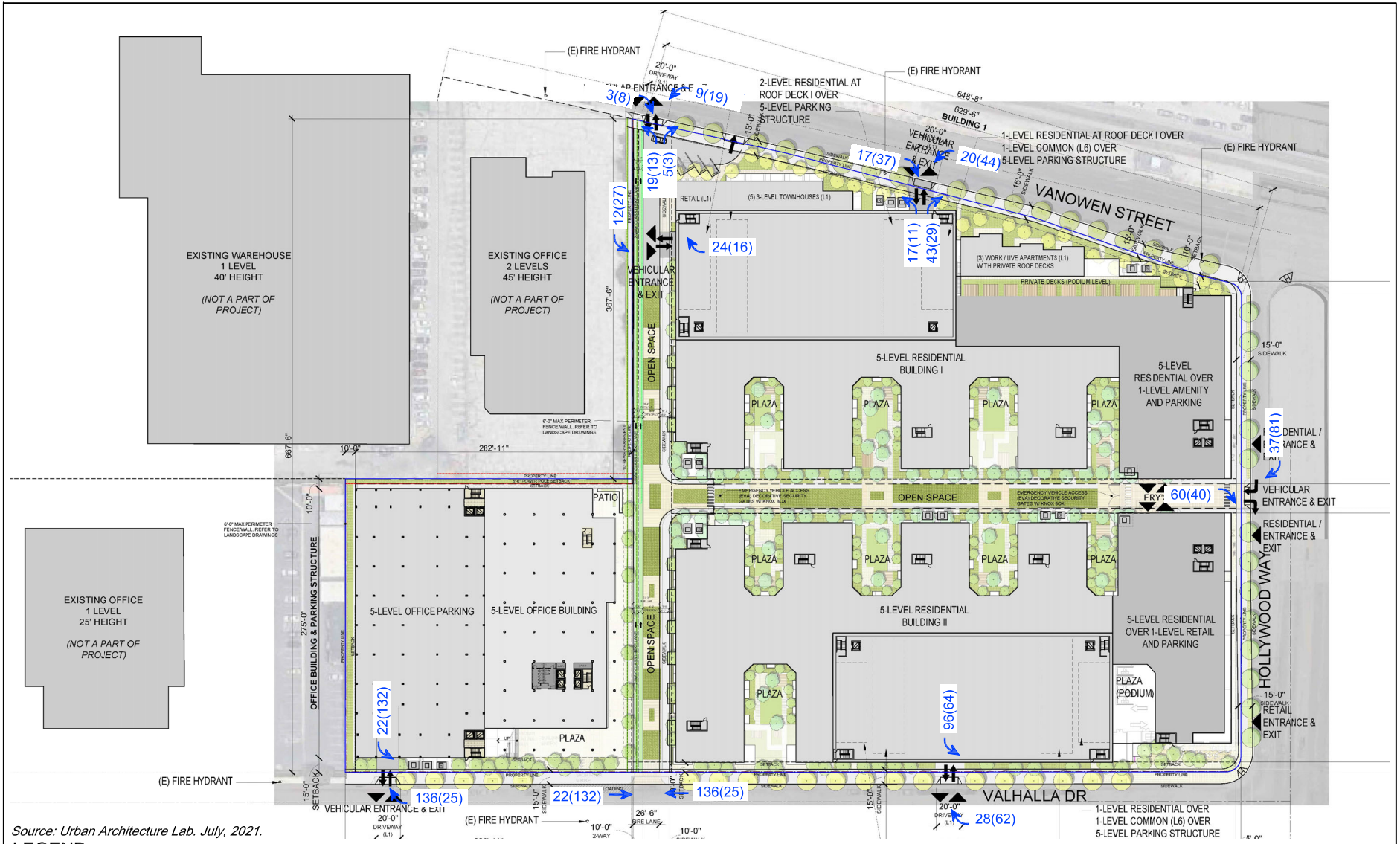
Section 4D
Driveway Operations Analysis

Driveway operating conditions were evaluated for typical weekday morning and afternoon peak hours using the same methodology as the intersections. The driveways were only analyzed for Future with Project Conditions. Ambient traffic volumes (i.e., through traffic on the adjacent public roadway) were estimated based on the volumes at the nearest upstream or downstream intersection as appropriate. The peak hour driveway traffic volumes, excluding pass-by trip adjustments and trip credits from the removal of the Fry's Electronics, are shown in Figure 16.

The delay and LOS results for each driveway are summarized in Table 10 and the LOS worksheets are provided in Appendix G. As shown, each of the driveways would operate at LOS D or better during both the morning and afternoon peak hours. Further, inbound and outbound queuing at each location would be minimal. As discussed in Section 3C, any access controls would be set far enough into the Project Site to allow two vehicles to pull in without blocking the public sidewalks. Further, the driveways would be equipped with any pedestrian safety features determined to be necessary during detailed building design and permitting.

DRIVEWAY OPERATIONS ANALYSIS FINDINGS

The results of the driveway analysis show that the Project does not cause delay at any Project driveway that would exceed the City's LOS D standard, showing that the addition of Project traffic into and out of the site would not significantly affect operations on the City's adjacent roadway network. Also, the configuration and access control of these driveways would not cause vehicle queuing that would significantly affect the flow of traffic on City streets.



Source: Urban Architecture Lab. July, 2021.

LEGEND

#(#) AM(PM) Peak Hour Traffic Volumes

PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE
16

TABLE 10
DRIVEWAY LEVELS OF SERVICE

Driveway	Peak Hour	Future with Project Conditions	
		Delay	LOS
Parking Access Points			
Residential Driveway to Screenland Drive (West Driveway)	AM PM	0.0 0.0	A A
Residential Driveway to Vanowen Street (North Driveway)	AM PM	29.5 33.3	D D
Residential Driveway to N. Hollywood Way Ramp (East Driveway)	AM PM	10.1 10.1	B B
Residential Driveway to Valhalla Drive (South Driveway)	AM PM	11.2 11.9	B B
Office Driveway to Valhalla Drive	AM PM	9.1 9.2	A A
Screenland Drive Intersections			
Screenland Drive & Vanowen Street	AM PM	22.1 26.7	C D
Screenland Drive & Valhalla Drive (Intersection #1)	AM PM	9.6 9.5	A A

Notes:

Delay is measured in seconds per vehicle. LOS = Level of Service.

Driveway analysis based on HCM Two-Way Stop Control Unsignalized methodology, which reports the worst-case delay for any controlled movement.

Section 4E
Residential Street Cut-Through Analysis

This chapter summarizes the residential street cut-through analysis for the Project. The objective of the residential street cut-through analysis is to determine potential Project-related increases in average daily traffic volumes on designated Local Streets, as classified in the Mobility Element, with residential uses. Such trips could adversely affect the character and function of those streets.

ANALYSIS LOCATIONS

As discussed in Section 4A and shown in Figure 7, four parallel residential street segments between Pacific Avenue and Victory Boulevard, south of the Project Site, were identified for analysis: Maple Street, Kenwood Street, Screenland Drive, and Pepper Street. Maple Street is formally designated a Collector Street by the Mobility Element but was included in this analysis due to its similar configuration to the other streets. Each street has a similar number of single-family residences on it. There are six additional parallel residential streets west of Maple Street, but as Project traffic can only connect to Pacific Avenue via Screenland Drive, it is unlikely that any Project traffic would use any of the streets farther west.

Maple Street is signalized at Victory Boulevard and, thus, provides controlled left-turn access onto Victory Boulevard. The remaining three locations are not signalized at Victory Boulevard and are equipped with three speed humps each to reduce travel speeds and make them less desirable as a cut-through route. These traffic calming measures were installed in the 1990s at the request of a majority of residents living on Screenland Drive, ostensibly to reduce instances of drivers turning left from eastbound Victory Boulevard to avoid the left-turn signal at N. Hollywood Way.

EXISTING CONDITIONS

Traffic counts were collected on the four residential streets in April 2021, the results of which are shown in Table 11. Though these represent traffic conditions during the COVID-19 pandemic, which are likely lower than typical volumes, they still reveal information about the use of these streets as summarized below:

- Maple Street carries the most daily and peak hour traffic, the majority of it in the southbound direction. This suggests that this street may be used by residents of neighboring streets as a preferred exit to Victory Boulevard. Maple Street is signalized at Victory Boulevard and, thus, provides controlled left-turn access onto Victory Boulevard.

- Traffic volumes on Kenwood Street are the lowest of any of the streets and fairly evenly split between northbound and southbound traffic, suggesting that most of the traffic using Kenwood Street is that street's residents.

- Traffic volumes on Screenland Drive are approximately 30% higher than on Kenwood Street. Because Screenland Drive continues north from Pacific Avenue to Valhalla Drive, it likely carries some cut-through traffic to and from the existing businesses along Screenland Drive and Valhalla Drive.

- Traffic volumes on Pepper Street are slightly higher than on Screenland Drive and are majority northbound trips on a daily basis and during the afternoon peak hour. This suggests that this street is likely used as a cut-through for traffic that would otherwise turn left from eastbound Victory Boulevard to northbound N. Hollywood Way.

PROJECT CUT-THROUGH TRAFFIC

For the purposes of conducting the intersection operations analysis in Section 4C, all Project traffic was assumed to use the arterial streets to get to and from the Project Site. However, Project traffic could pass through one of the four analyzed residential streets to get to or from Victory Boulevard by traveling on Screenland Drive between Valhalla Drive and Pacific Avenue. The residential streets provide a direct shortcut to traffic traveling to or from Victory Boulevard west of N. Hollywood Way, as such trips would avoid traveling through Intersection #9 (N. Hollywood Way & Victory Boulevard), which is forecast to operate at LOS E during the afternoon peak hour.

Cut-through traffic occurs when it results in a savings of time or frustration for a driver that would otherwise drive on arterial streets. For office traffic traveling to or from Victory Boulevard west of N. Hollywood Way, using the residential streets would result in a shorter trip by distance and, likely, by

time because the office driveway is west of Screenland Drive. For residential traffic traveling to or from Victory Boulevard west of N. Hollywood Way, the residential streets could result in a shorter trip by distance depending on the driveway a driver uses but may not save time.

The local access patterns to the residential buildings (which are shared by the Project's restaurant uses) substantially affect the likelihood of cut-through traffic. Residential Building 1, which has no access to Valhalla Drive, would have to drive on N. Hollywood Way for a portion of any trip that could involve cutting through the residential neighborhood, thereby limiting the likelihood of cut-through traffic for that building. Residential Building 2 does have access to Valhalla Drive and, therefore, traffic to and from Residential Building 2 could avoid N. Hollywood Way altogether by traveling on Screenland Drive to Pacific Avenue and using one of the residential streets to Victory Boulevard.

Outbound traffic heading to Victory Boulevard from the residential buildings would typically travel south on N. Hollywood Way, which allows a faster travel speed and provides a dedicated right-turn lane onto Victory Boulevard. Inbound traffic is somewhat more likely to choose to turn left from Victory Boulevard onto one of the four residential streets to avoid the delay associated with a left turn onto N. Hollywood Way and one or more subsequent left turns to access the Project Site.

Total Potential Cut-Through Traffic

As shown in Figure 11, based on the City Model, a total of 5% of Project traffic is expected to travel to and from Victory Boulevard west of N. Hollywood Way. Given the difficulty of accessing Vanowen Street to the west (20% of Project traffic based on Figure 11) for office traffic and Residential Building 2 traffic, a portion of those trips (4% each) were also assumed to use Victory Boulevard. As a result, 9% of office traffic and approximately 7% of residential and restaurant traffic (reflecting 5% of Residential Building 1 and 9% of Residential Building 2) are expected to travel to and from Victory Boulevard west of N. Hollywood Way.

For the purposes of this analysis, with respect to Project traffic traveling to and from Victory Boulevard west of N. Hollywood Way, it was conservatively assumed that all office traffic would use one of the residential streets; that 75% of the inbound residential and restaurant traffic would use one of the residential streets (which assumes all Residential Building 1 traffic and half of Residential

Building 2 traffic); and that 50% of the outbound residential and restaurant traffic would use one of the residential streets. Table 12 summarizes the amount of Project traffic expected to travel through the residential streets on a daily basis and during the peak hours. As shown, up to 335 Project trips would travel on residential streets on a daily basis, including 27 during the morning peak hour and 33 during the afternoon peak hour. This estimate does not include the removal of any cut-through trips associated with the existing Fry's Electronics.

Cut-Through Traffic by Street

It is anticipated that nearly all of the potential cut-through traffic identified in Table 12 would travel on Screenland Drive or Maple Street. Screenland Drive provides the most direct route for cut-through traffic, but it has three speed humps between Pacific Avenue and Victory Boulevard. Maple Street requires traveling nearly 700 feet on Pacific Avenue but does not have any speed humps and provides signal control at Victory Boulevard. If Project traffic were evenly split between the two streets, it would result in a total of approximately 110 daily trips on each street.

Evaluation of Cut-Through Traffic

The City Guidelines consider project cut-through traffic to be a nuisance requiring neighborhood traffic protection measures if it results in an increase of 20% of daily traffic on a street with 500 to 1,000 daily trips or an increase of 12% of daily traffic on a street with 1,000 to 2,000 daily trips (including Project trips). Based on the results in Table 13, both Maple Street and Screenland Drive could experience Project-related increases in cut-through traffic in excess of the City's thresholds. On Maple Street, the Project could represent approximately 16% of total traffic; and on Screenland Drive, the Project could represent approximately 25% of total traffic.

This analysis is very conservative in that it assumes that most of the traffic with the potential to cut through the residential neighborhood would do so. Further, it assumes that the current traffic volumes, collected during a pandemic, are representative of non-pandemic conditions. With typical (i.e., non-pandemic) traffic conditions, the percentage of daily traffic represented by the Project would likely decrease and, thus, the Project's percentage of traffic on those streets would decrease.

RECOMMENDED IMPROVEMENTS

Based on this analysis, cut-through traffic could occur on Maple Street and Screenland Drive exceeding the City's thresholds. There are several strategies to lessen the amount of cut-through traffic through that residential neighborhood. One option would be to close Screenland Drive to vehicular through traffic between Valhalla Drive and Pacific Avenue, thereby eliminating any travel distance savings and substantially reducing (or potentially eliminating) any time savings from cutting through the residential neighborhood. With this change, the only Project traffic that could still cut through the neighborhood would be seeking to avoid traveling through the intersection of N. Hollywood Way & Victory Boulevard by using one of the residential streets and Pacific Avenue to cut the corner. With this change, the remaining amount of cut-through traffic would be below the City's thresholds.

The alternative is to implement neighborhood traffic calming measures on the streets directly affected through a process that incorporates resident input and feedback. Potential traffic calming measures could include speed humps, bump-outs, traffic diverters to prevent traffic from passing in one direction or another, or cul-de-sacs to fully prevent through traffic at a particular location (e.g., just north of Victory Boulevard). The neighborhood traffic management plan process is typically administered by the City and funded by the Project Applicant, and must be carefully considered to ensure that, by implementing measures on one street (e.g., Screenland Drive), it does not result in an increase in cut-through traffic on neighboring streets (e.g., Kenwood Street or Pepper Drive).

TABLE 11
EXISTING RESIDENTIAL STREET TRAFFIC VOLUMES

Volume	Maple Street	Kenwood Street	Screenland Drive	Pepper Drive
24-Hour Traffic Volume				
Northbound Direction	339	181	230	314
Southbound Direction	526	193	267	226
Two-way Total	865	374	497	540
Morning Peak Hour Volume				
Northbound Direction	30	11	12	16
Southbound Direction	43	16	25	22
Two-way Total	73	27	37	38
Afternoon Peak Hour Volume				
Northbound Direction	47	18	33	45
Southbound Direction	53	19	31	22
Two-way Total	100	37	64	67

Notes:
Traffic counts collected in April 2021.

TABLE 12
ESTIMATED PROJECT CUT-THROUGH TRAFFIC

Volume	Residential and Restaurant Traffic		Office Traffic		Total
	Inbound	**Outbound**	**Inbound**	**Outbound**	
Total Project Trip Generation [a]					
Daily	**2,463**	**2,463**	**666**	**666**	
Morning Peak Hour	**107**	**234**	**136**	**22**	
Afternoon Peak Hour	**246**	**156**	**25**	**132**	
Project Traffic Using Victory Boulevard west of N. Hollywood Way [b]					
Daily	172	172	60	60	464
Morning Peak Hour	7	16	12	2	37
Afternoon Peak Hour	17	11	2	12	42
Project Traffic on Residential Streets					
Percentage	75%	50%	100%	100%	
Direction	**Northbound**	**Southbound**	**Northbound**	**Southbound**	**Total**
Daily	129	86	60	60	335
Morning Peak Hour	5	8	12	2	27
Afternoon Peak Hour	13	6	2	12	33

Notes:
[a] Trip generation estimates from Table 5, excluding existing use credit for Fry's Electronics.
[b] 7% of residential and restaurant traffic and 9% of office traffic.

TABLE 13
PROJECT CUT-THROUGH TRAFFIC BY STREET

Volume	Maple Street	Kenwood Street	Screenland Drive	Pepper Drive
Existing 24-hour Traffic Volume [a]	865	374	497	540
Potential Cut-Through Traffic Using Street	50%	0%	50%	0%
Potential Project Cut-Through Traffic [b]	168	0	168	0
Total 24-hour Traffic Volume with Project	1,033	374	665	540
Project Percent of Total Traffic	16%	0%	25%	0%

Notes:
[a] See Table 11.
[b] See Table 12.

Section 4F

Recommended Transportation Improvements

The Project incorporates various features to help reduce VMT, reduce trips, and improve the transportation environment for all travel modes. Based on the findings from this report, it is also recommended that the Project contribute to various off-site transportation improvements.

TDM MEASURES

As described in Section 3B, the Project incorporates features to reduce VMT, including:

- A reduced parking supply compared to the standard BMC requirement
- Bicycle infrastructure, including a two-way protected bike path on Screenland Drive and on-site bicycle parking
- Pedestrian infrastructure, including sidewalks widened to 15 feet around all Project frontages and two open pedestrian paseos within the Project Site (Screenland Drive and Fry's Way)

Additionally, in accordance with the City's TDM Ordinance, the Project would incorporate a bulletin board or kiosk with transportation information for employees, a carpool / vanpool loading area for the office building on Valhalla Drive, and, if determined necessary by the City, improvements to nearby bus stops.

Provision of a reduced parking supply is designed to take advantage of the many alternatives to automobile travel that a mixed-use, transit-oriented site like the Project provides. It does this both by discouraging residents from owning multiple vehicles and by attracting residents who wish to reside in a location where multiple vehicles (or any vehicles) are not necessary. However, it has the potential to lead to off-site parking, including on surrounding streets. Valhalla Drive and Screenland Drive south of the Project Site are currently signed to prohibit overnight parking, but the residential neighborhoods south of Pacific Avenue (beginning approximately 700 feet south of the Project Site) have no such prohibition. Therefore, the Applicant proposes that residential

leases would prohibit resident parking on nearby residential streets with threat of penalty for noncompliance.

OFF-SITE TRANSPORTATION IMPROVEMENTS AND SUPPORT

The Project should contribute toward the construction of several off-site improvements that would benefit pedestrians, bicycles, and vehicles:

- The Project should restripe Vanowen Street to provide westbound left-turn lanes into Screenland Drive and the Residential Building 1 driveway, replacing portions of the existing two-way left-turn median.
- The Project should upgrade Intersection #2 (N. Hollywood Way Southbound On-ramp & Vanowen Street) to include a protected pedestrian signal for the east/west crosswalk and a protected westbound left turn signal to provide safer pedestrian and vehicular access.
- The Project should construct ADA accessible curb ramps on the south side of Vanowen Street between the Project Site and the N. Hollywood Way pedestrian portal on the east side of N. Hollywood Way. There are two locations without ADA accessible curb ramps, precluding passage by people with disabilities.
- The Project should support any proposal to provide bicycle lane connectivity on Valhalla Drive between Screenland Drive and N. Hollywood Way. This could be in the form of Class II bicycle lanes (requiring the elimination of the on-street parking on the north side of Valhalla Drive) or a Class III bicycle route (which would not require the elimination of parking).

NEIGHBORHOOD TRAFFIC MANAGEMENT

Based on the results of Section 4E, residential street cut-through traffic could exceed City thresholds on Maple Street and Screenland Drive between Pacific Avenue and Victory Boulevard. One potential corrective measure would be to close Screenland Drive to vehicular through traffic between Valhalla Drive and Pacific Avenue. If this is not an acceptable measure to the City or to local stakeholders, it is recommended that the City initiate a neighborhood traffic management plan (NTMP) process with the residents of Maple Street and Screenland Drive to be funded by the Applicant. The NTMP process should consider traffic calming measures to reduce the amount of cut-through traffic on those streets and, if necessary, should be extended to include Kenwood

Street and Pepper Drive to ensure that the measures do not simply relocate cut-through traffic to those streets.

Chapter 5
Summary and Conclusions

This study was undertaken to analyze the potential transportation impacts of the Project on the transportation system. The following summarizes the results of this analysis:

PROJECT DESCRIPTION

- The Project is located at 2311 N. Hollywood Way.
- The Project proposes up to 862 residential apartment units (including 80 very-low-income affordable units and 12 live/work units), 151,800 sf of office space, and 9,700 sf of restaurant uses.
- The Project would provide 1,613 vehicular parking spaces and 29 bicycle parking spaces.
- The Project would construct two new publicly accessible bicycle and pedestrian paseos for access and circulation. Screenland Drive between Valhalla Drive and Vanowen Street would provide open space, a pedestrian sidewalk, and a new two-way Class I bicycle path. Fry's Way between Screenland Drive and the N. Hollywood Way southbound ramp would provide open space for pedestrians and bicycles. Both would also serve as fire lanes.
- Vehicular access to the residences would be provided on Vanowen Street, the ramp to southbound N. Hollywood Way, Valhalla Drive, and the Screenland Drive extension. Vehicular access to the office would be provided on Valhalla Drive.
- The Project would replace an existing 101,566 sf Fry's Electronics store and surface parking lots.
- The Project is anticipated to be completed in Year 2026.

CEQA ANALYSIS RESULTS

- The Project would not conflict with adopted programs, plans, ordinances, or policies.
- The Project is presumed to have a less-than-significant VMT impact due to its proximity to transit and other qualifying characteristics based on the City's VMT screening process.

- The Project would not have a significant impact on safety or operations due to site access and circulation.

- The Project would not have a significant impact on safety due to freeway ramp queuing.

NON-CEQA OPERATIONAL ANALYSIS

- A total of 15 intersections and four residential street segments were analyzed.

- The Project is estimated to generate a net total of 3,254 daily trips, including 475 net new morning peak hour trips and 247 net new afternoon peak hour trips on a typical weekday.

- The Project is estimated to result in a net decrease in traffic compared to the existing condition on a Saturday, and therefore no Saturday analysis was conducted.

- Project traffic distribution assumptions were based on a distribution plot generated from the City Model.

- Two intersections currently operate at LOS E and two intersections would operate at LOS E in Year 2026 without the Project.

- With the Project, three intersections would operate at LOS E or F during one or both peak hours. The delay caused by the Project at the study intersections would generally be imperceptible to drivers and no intersection improvements are recommended.

- All Project driveways would operate at LOS D or better.

- The Project is not shown to cause an intersection or driveway operational deficiency or be incompatible with the Burbank2035 General Plan.

- The addition of Project trips could adversely affect two residential Local Streets (Maple Street and Screenland Drive between Pacific Avenue and Victory Boulevard), requiring traffic calming measures.

RECOMMENDED TRANSPORTATION IMPROVEMENTS

- Project design features including a reduced parking supply and the incorporation of bicycle and pedestrian infrastructure that would serve to further reduce VMT. The Project would also incorporate features required by the City's TDM Ordinance.

- The Project should restripe Vanowen Street to provide westbound left-turn lanes into Screenland Drive and the Residential Building 1 driveway, replacing portions of the existing two-way left-turn median.

- The Project should upgrade Intersection #2 (N. Hollywood Way Southbound On-ramp & Vanowen Street) to include a protected pedestrian signal for the east/west crosswalk and a protected westbound left turn signal to provide safer pedestrian and vehicular access.

- The Project should construct ADA accessible curb ramps on the south side of Vanowen Street between the Project Site and the N. Hollywood Way pedestrian portal on the east side of N. Hollywood Way. There are two locations without ADA accessible curb ramps, precluding passage by people with disabilities.

- The Project should support any proposal to provide bicycle lane connectivity on Valhalla Drive between Screenland Drive and N. Hollywood Way. This could be in the form of Class II bicycle lanes (requiring the elimination of the on-street parking on the north side of Valhalla Drive) or a Class III bicycle route (which would not require the elimination of parking).

- The Project should explore traffic calming measures. One potential traffic calming measure would be to close Screenland Drive to through vehicular access between Valhalla Drive and Pacific Avenue, which would substantially reduce the amount of Project cut-through traffic in the residential neighborhood and nullify the need for an NTMP.

- Alternatively, the Applicant should fund a NTMP process to identify traffic calming measures to be implemented on those streets and, if necessary, adjacent streets to prevent shifting the traffic from one residential street to another.

References

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Trip Generation Manual, 10th Edition, Institute of Transportation Engineers, 2017.

Appendix A

Project Parking Requirements

PROJECT VEHICULAR PARKING REQUIREMENTS

Type of Room or Land Use	Units or Size	Burbank Municipal Code [a]	With State Density Bonus [b]
Parking Ratios			
Residential Units			
Studio	per unit	1.25	0.5
One Bedroom	per unit	1.75	0.5
Two Bedrooms	per unit	2.0	1.0
Three Bedrooms	per unit	2.0	1.5
Guest Parking Spaces	per unit	0.25	-
Office	per 1,000 sf	3	
Restaurant	per 1,000 sf	10 / 3.3 [c]	
Project Parking Requirements			
Residential Units			
Studio	338 units	423	169
One Bedroom	365 units	639	183
Two Bedrooms	133 units	266	133
Three Bedrooms	26 units	52	39
Guest Parking Spaces	862 units	216	0
Residential Subtotal		**1,596**	**524**
Office	151,800 sf	**456**	**456**
Restaurant	9,700 sf	**33**	**33**
TOTAL VEHICULAR PARKING REQUIREMENT		**2,085**	**1,013**

Notes:

sf = square feet

[a] Pursuant to Burbank Municipal Code Section 10-1-628 and 10-1-1408.

[b] State density bonus parking requirements for residential uses pursuant to Assembly Bill 744.

[c] 3.3 spaces per 1,000 sf may be allowed with approval of an Administrative Use Permit.

Appendix B

Freeway Queuing Level of Service Worksheets

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	680	0	0	762	292	759	5	150	0	0	0
Future Volume (veh/h)	31	680	0	0	762	292	759	5	150	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	34	739	0	0	828	317	829	0	163			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	492	1955	0	0	1109	424	1182	0	526			
Arrive On Green	0.12	1.00	0.00	0.00	0.44	0.44	0.33	0.00	0.33			
Sat Flow, veh/h	3456	3647	0	0	2607	960	3563	0	1585			
Grp Volume(v), veh/h	34	739	0	0	585	560	829	0	163			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1697	1781	0	1585			
Q Serve(g_s), s	0.5	0.0	0.0	0.0	30.1	30.3	22.3	0.0	8.4			
Cycle Q Clear(g_c), s	0.5	0.0	0.0	0.0	30.1	30.3	22.3	0.0	8.4			
Prop In Lane	1.00		0.00	0.00		0.57	1.00		1.00			
Lane Grp Cap(c), veh/h	492	1955	0	0	784	749	1182	0	526			
V/C Ratio(X)	0.07	0.38	0.00	0.00	0.75	0.75	0.70	0.00	0.31			
Avail Cap(c_a), veh/h	606	1955	0	0	784	749	1182	0	526			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.96	0.96	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	16.7	0.0	0.0	0.0	25.6	25.6	32.0	0.0	27.4			
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	4.2	4.5	3.5	0.0	1.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(85%),veh/ln	0.3	0.3	0.0	0.0	17.1	16.5	13.3	0.0	5.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.7	0.5	0.0	0.0	29.8	30.1	35.5	0.0	28.9			
LnGrp LOS	B	A	A	A	C	C	D	A	C			
Approach Vol, veh/h		773			1145			992				
Approach Delay, s/veh		1.2			29.9			34.4				
Approach LOS		A			C			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		67.0			12.0	55.0		43.0				
Change Period (Y+Rc), s		6.5			5.5	6.5		6.5				
Max Green Setting (Gmax), s		60.5			10.1	44.9		36.5				
Max Q Clear Time (g_c+I1), s		2.0			2.5	32.3		24.3				
Green Ext Time (p_c), s		9.2			0.0	7.8		3.3				

Intersection Summary	
HCM 6th Ctrl Delay	23.8
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	1005	0	0	870	557	614	5	238	0	0	0
Future Volume (veh/h)	106	1005	0	0	870	557	614	5	238	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	115	1092	0	0	946	455	671	0	259			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	528	2265	0	0	1194	565	905	0	403			
Arrive On Green	0.16	1.00	0.00	0.00	0.51	0.51	0.25	0.00	0.25			
Sat Flow, veh/h	3456	3647	0	0	2433	1108	3563	0	1585			
Grp Volume(v), veh/h	115	1092	0	0	715	686	671	0	259			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1671	1781	0	1585			
Q Serve(g_s), s	1.5	0.0	0.0	0.0	39.6	41.0	20.8	0.0	17.5			
Cycle Q Clear(g_c), s	1.5	0.0	0.0	0.0	39.6	41.0	20.8	0.0	17.5			
Prop In Lane	1.00		0.00	0.00		0.66	1.00		1.00			
Lane Grp Cap(c), veh/h	528	2265	0	0	906	852	905	0	403			
V/C Ratio(X)	0.22	0.48	0.00	0.00	0.79	0.81	0.74	0.00	0.64			
Avail Cap(c_a), veh/h	537	2265	0	0	906	852	905	0	403			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.90	0.90	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	16.8	0.0	0.0	0.0	24.1	24.4	41.1	0.0	39.9			
Incr Delay (d2), s/veh	0.1	0.7	0.0	0.0	5.0	6.0	5.4	0.0	7.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(85%),veh/ln	1.0	0.4	0.0	0.0	21.6	21.4	13.0	0.0	10.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.9	0.7	0.0	0.0	29.1	30.4	46.6	0.0	47.6			
LnGrp LOS	B	A	A	A	C	C	D	A	D			
Approach Vol, veh/h		1207			1401			930				
Approach Delay, s/veh		2.2			29.7			46.8				
Approach LOS		A			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		83.0			15.3	67.7		37.0				
Change Period (Y+Rc), s		6.5			5.5	6.5		6.5				
Max Green Setting (Gmax), s		76.5			10.1	60.9		30.5				
Max Q Clear Time (g_c+I1), s		2.0			3.5	43.0		22.8				
Green Ext Time (p_c), s		17.1			0.1	12.3		2.4				

Intersection Summary	
HCM 6th Ctrl Delay	24.8
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	693	0	0	772	292	793	5	150	0	0	0
Future Volume (veh/h)	31	693	0	0	772	292	793	5	150	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	34	753	0	0	839	317	866	0	163			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	474	1922	0	0	1091	411	1215	0	540			
Arrive On Green	0.08	0.72	0.00	0.00	0.43	0.43	0.34	0.00	0.34			
Sat Flow, veh/h	3456	3647	0	0	2618	952	3563	0	1585			
Grp Volume(v), veh/h	34	753	0	0	590	566	866	0	163			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1699	1781	0	1585			
Q Serve(g_s), s	0.5	9.1	0.0	0.0	31.1	31.2	23.3	0.0	8.3			
Cycle Q Clear(g_c), s	0.5	9.1	0.0	0.0	31.1	31.2	23.3	0.0	8.3			
Prop In Lane	1.00		0.00	0.00		0.56	1.00		1.00			
Lane Grp Cap(c), veh/h	474	1922	0	0	768	734	1215	0	540			
V/C Ratio(X)	0.07	0.39	0.00	0.00	0.77	0.77	0.71	0.00	0.30			
Avail Cap(c_a), veh/h	588	1922	0	0	768	734	1215	0	540			
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.96	0.96	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	18.2	8.4	0.0	0.0	26.5	26.6	31.6	0.0	26.6			
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.0	5.0	5.4	3.6	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			
%ile BackOfQ(85%),veh/ln	0.4	4.9	0.0	0.0	17.7	17.2	13.8	0.0	5.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.2	8.9	0.0	0.0	31.6	31.9	35.1	0.0	28.1			
LnGrp LOS	B	A	A	A	C	C	D	A	C			
Approach Vol, veh/h		787			1156			1029				
Approach Delay, s/veh		9.3			31.8			34.0				
Approach LOS		A			C			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		66.0			12.0	54.0		44.0				
Change Period (Y+Rc), s		6.5			5.5	6.5		6.5				
Max Green Setting (Gmax), s		59.5			10.1	43.9		37.5				
Max Q Clear Time (g_c+I1), s		11.1			2.5	33.2		25.3				
Green Ext Time (p_c), s		9.3			0.0	7.0		3.4				

Intersection Summary	
HCM 6th Ctrl Delay	26.6
HCM 6th LOS	C

Notes

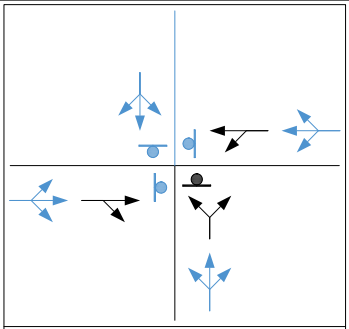
User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	1010	0	0	875	557	632	5	238	0	0	0
Future Volume (veh/h)	106	1010	0	0	875	557	632	5	238	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	115	1098	0	0	951	605	691	0	195			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	444	2236	0	0	1063	651	935	0	416			
Arrive On Green	0.16	1.00	0.00	0.00	0.50	0.50	0.26	0.00	0.26			
Sat Flow, veh/h	3456	3647	0	0	2211	1296	3563	0	1585			
Grp Volume(v), veh/h	115	1098	0	0	792	764	691	0	195			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1637	1781	0	1585			
Q Serve(g_s), s	1.6	0.0	0.0	0.0	48.1	52.3	21.3	0.0	12.4			
Cycle Q Clear(g_c), s	1.6	0.0	0.0	0.0	48.1	52.3	21.3	0.0	12.4			
Prop In Lane	1.00		0.00	0.00		0.79	1.00		1.00			
Lane Grp Cap(c), veh/h	444	2236	0	0	892	821	935	0	416			
V/C Ratio(X)	0.26	0.49	0.00	0.00	0.89	0.93	0.74	0.00	0.47			
Avail Cap(c_a), veh/h	453	2236	0	0	892	821	935	0	416			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.90	0.90	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	22.3	0.0	0.0	0.0	26.9	27.9	40.5	0.0	37.2			
Incr Delay (d2), s/veh	0.1	0.7	0.0	0.0	11.1	17.1	5.2	0.0	3.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(85%),veh/ln	1.4	0.4	0.0	0.0	27.3	28.6	13.3	0.0	7.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.4	0.7	0.0	0.0	38.0	45.0	45.7	0.0	41.0			
LnGrp LOS	C	A	A	A	D	D	D	A	D			
Approach Vol, veh/h		1213			1556			886				
Approach Delay, s/veh		2.8			41.4			44.7				
Approach LOS		A			D			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		82.0			15.3	66.7		38.0				
Change Period (Y+Rc), s		6.5			5.5	6.5		6.5				
Max Green Setting (Gmax), s		75.5			10.1	59.9		31.5				
Max Q Clear Time (g_c+I1), s		2.0			3.6	54.3		23.3				
Green Ext Time (p_c), s		17.2			0.1	4.8		2.3				

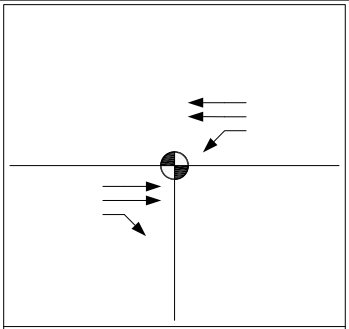
Intersection Summary	
HCM 6th Ctrl Delay	29.4
HCM 6th LOS	C

Notes

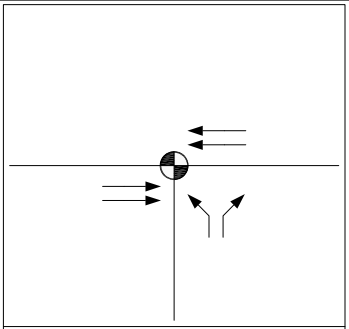
User approved volume balancing among the lanes for turning movement.



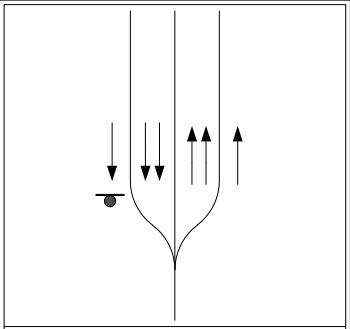
1. Screenland Drive & Valhalla Drive



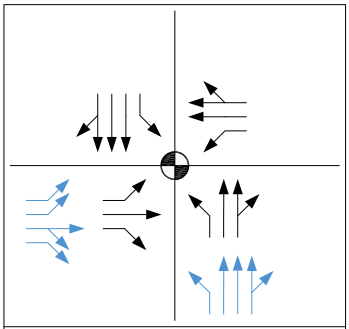
2. Hollywood Way NB On-Ramp & Vanowen Street



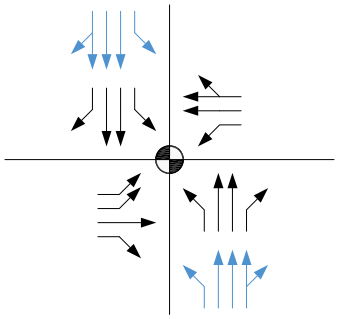
3. Hollywood Way SB Off-Ramp & Vanowen Street



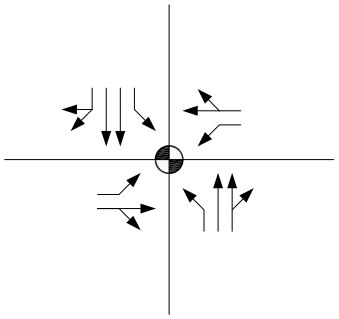
4. Hollywood Way & Hollywood Way SB Ramp from Vanowen Street



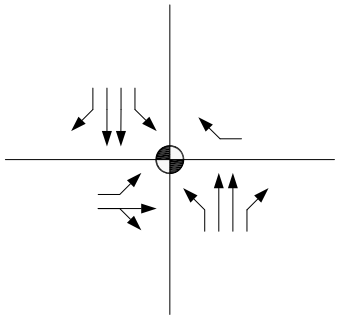
5. Hollywood Way & Winona Avenue



6. Hollywood Way & Thornton Avenue



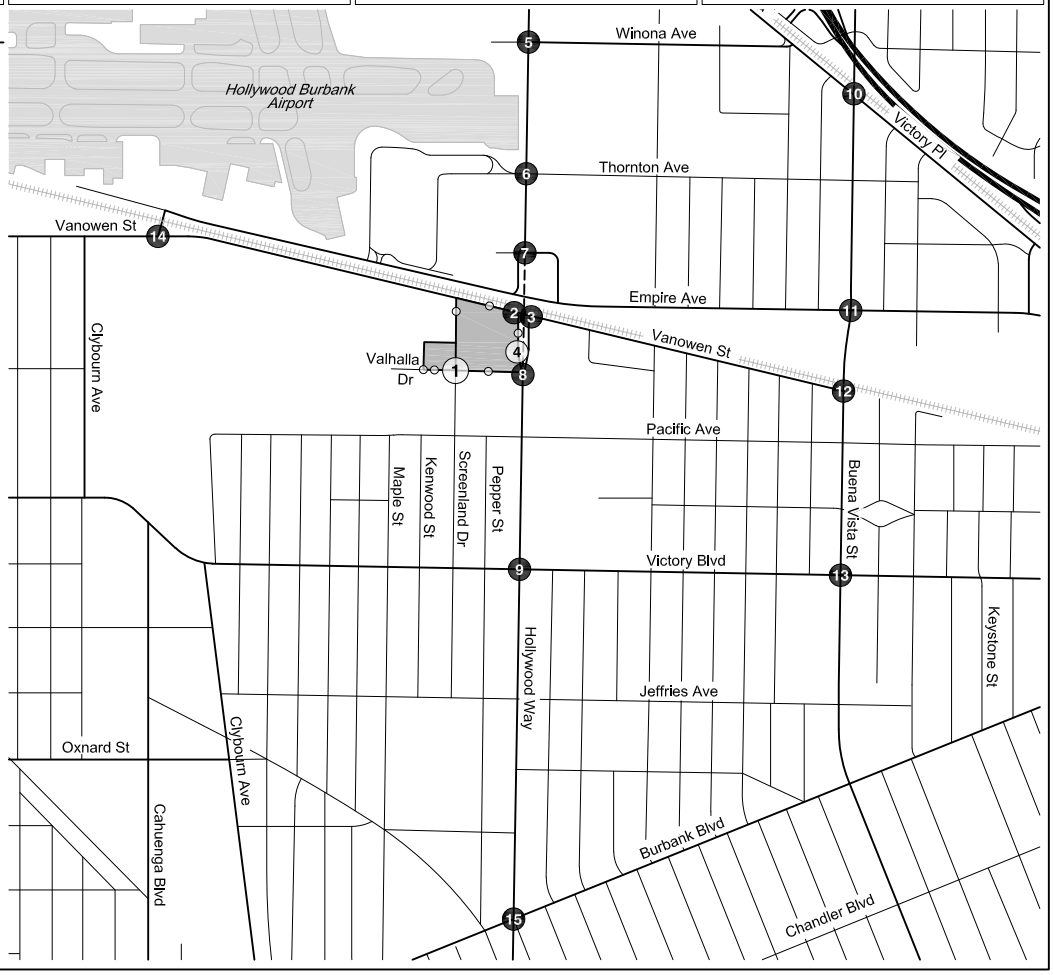
7. Hollywood Way & Avon Street



8. Hollywood Way & Valhalla Drive

LEGEND

- Project Site
- Project Driveway
- Signalized Intersection
- Unsignalized Intersection
- Traffic Signal
- Stop Sign
- Future Configuration



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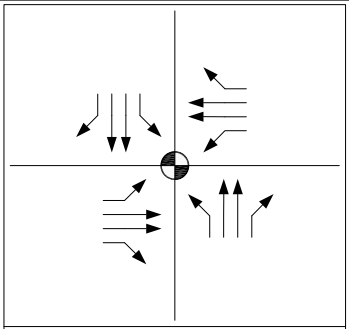
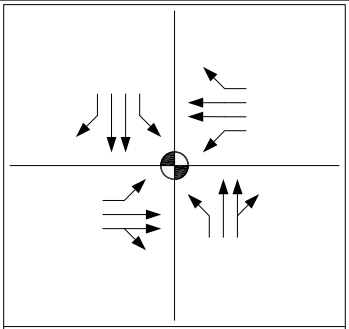
Not to Scale

INTERSECTION LANE CONFIGURATIONS

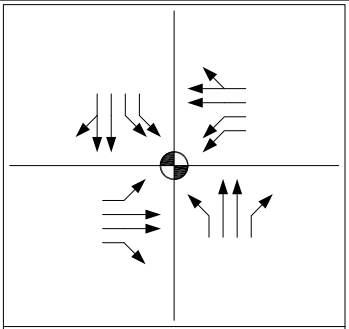
APPENDIX C



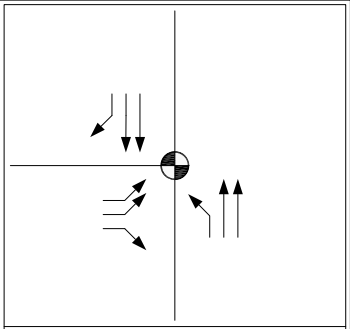
9. Hollywood Way & Victory Boulevard



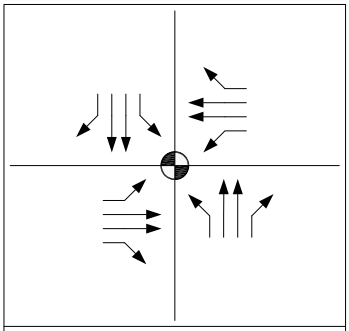
10. Buena Vista Street & San Fernando Boulevard



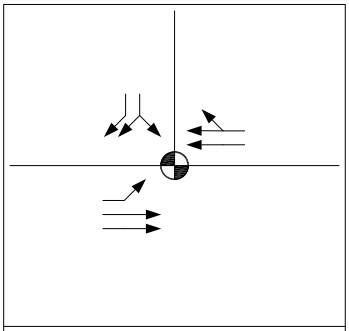
11. Buena Vista Street & Empire Avenue



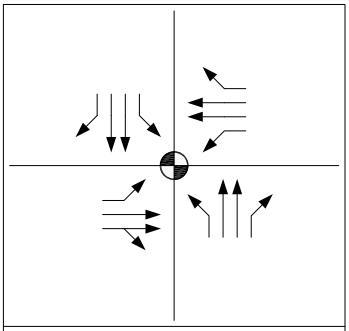
12. Buena Vista Street & Vanowen Street



13. Buena Vista Street & Victory Boulevard



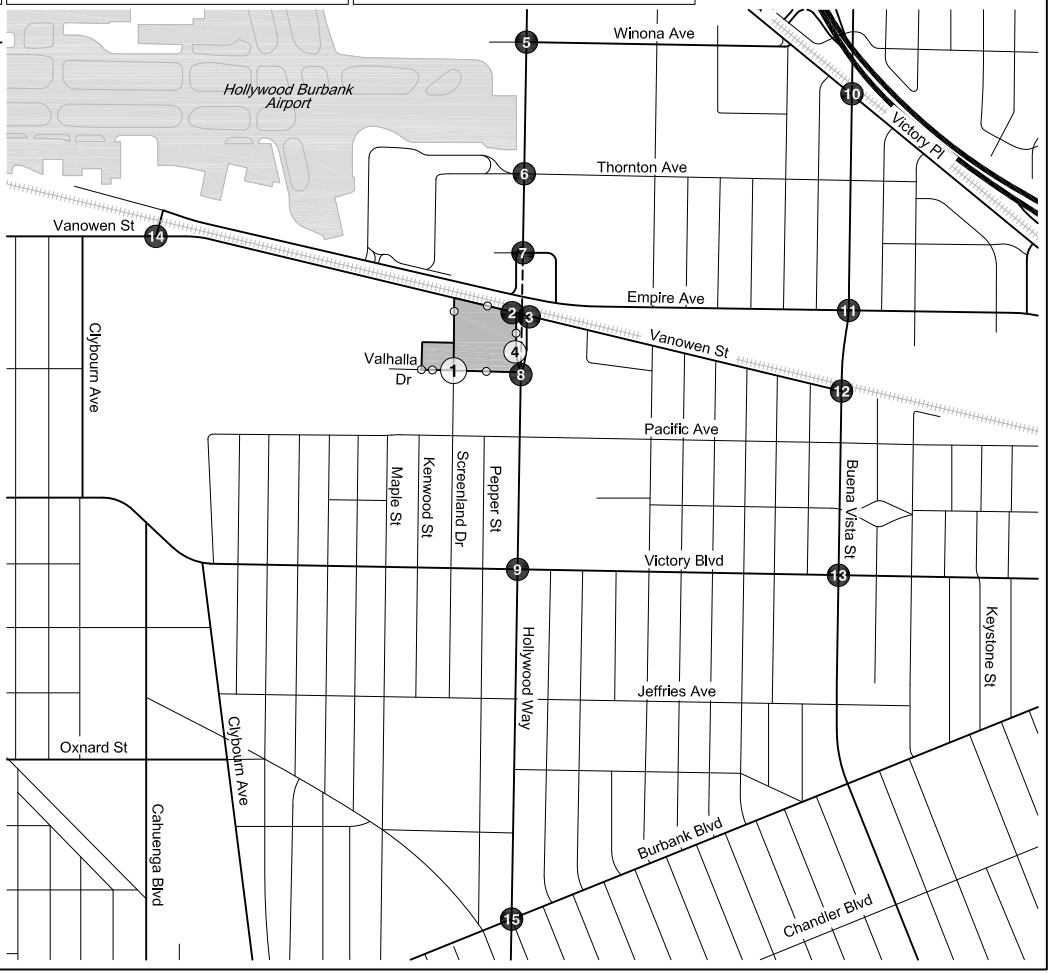
14. Clybourn Avenue & Vanowen Street



15. Hollywood Way & Burbank Boulevard

LEGEND

- Project Site
- Project Driveway
- Signalized Intersection
- Unsignalized Intersection
- Traffic Signal
- Stop Sign



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Not to Scale

INTERSECTION LANE CONFIGURATIONS

APPENDIX C (CONT.)

Appendix D

Traffic Counts and COVID-19 Volume Adjustments

Intersection Traffic Counts
from May 2018

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969 info@wiltecusa.com

INTERSECTION VEHICLE CLASSIFICATION TURNING MOVEMENT COUNT SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: BURBANK AIRPORT - 2018
DATE: WEDNESDAY MAY 9, 2018
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S HOLLYWOOD WAY
E/W WINONA AVENUE
CITY: BURBANK

VEHICLE COUNTS

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	AUTOS	AIRPT SHTTLS	MVT TOTALS	AUTOS	AIRPT SHTTLS	MVT TOTALS	AUTOS	AIRPT SHTTLS	MVT TOTALS	AUTOS	AIRPT SHTTLS	MVT TOTALS	AUTOS	AIRPT SHTTLS	MVT TOTALS	AUTOS	AIRPT SHTTLS	MVT TOTALS
700-715	7	0	7	375	0	375	46	0	46	10	0	10	0	0	0	3	0	3
715-730	7	0	7	413	0	413	28	0	28	14	0	14	0	0	0	3	0	3
730-745	9	0	9	469	0	469	42	0	42	9	0	9	0	0	0	12	0	12
745-800	1	0	1	508	0	508	52	0	52	12	0	12	1	0	1	10	0	10
800-815	8	0	8	493	0	493	45	0	45	14	0	14	0	0	0	10	0	10
815-830	11	0	11	471	0	471	53	0	53	8	0	8	0	0	0	4	0	4
830-845	7	0	7	465	0	465	42	0	42	14	0	14	0	0	0	13	0	13
845-900	10	0	10	489	0	489	46	0	46	13	0	13	0	0	0	15	0	15
900-915	4	0	4	436	0	436	42	0	42	15	0	15	0	0	0	13	0	13
915-930	1	0	1	391	0	391	33	0	33	15	0	15	0	0	0	11	0	11
930-945	8	0	8	373	0	373	27	0	27	13	0	13	0	0	0	13	0	13
945-1000	2	0	2	375	0	375	19	0	19	12	0	12	0	0	0	8	0	8
HOUR TOTALS																		
700-800	24	0	24	1765	0	1765	168	0	168	45	0	45	1	0	1	28	0	28
715-815	25	0	25	1883	0	1883	167	0	167	49	0	49	1	0	1	35	0	35
730-830	29	0	29	1941	0	1941	192	0	192	43	0	43	1	0	1	36	0	36
745-845	27	0	27	1937	0	1937	192	0	192	48	0	48	1	0	1	37	0	37
800-900	36	0	36	1918	0	1918	186	0	186	49	0	49	0	0	0	42	0	42
815-915	32	0	32	1861	0	1861	183	0	183	50	0	50	0	0	0	45	0	45
830-930	22	0	22	1781	0	1781	163	0	163	57	0	57	0	0	0	52	0	52
845-945	23	0	23	1689	0	1689	148	0	148	56	0	56	0	0	0	52	0	52
900-1000	15	0	15	1575	0	1575	121	0	121	55	0	55	0	0	0	45	0	45

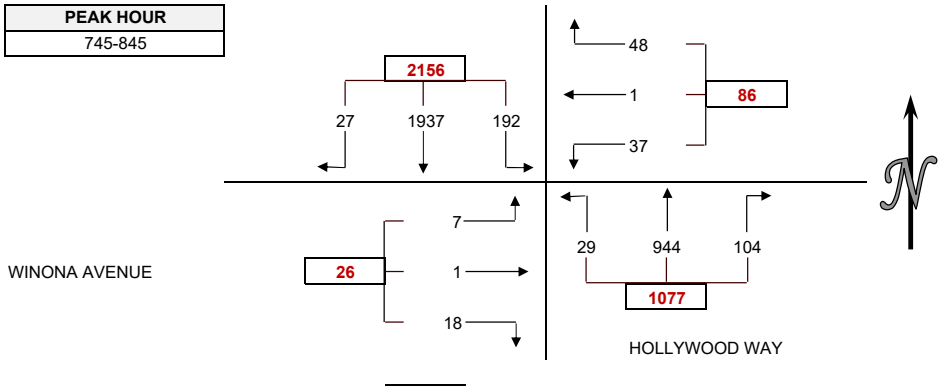
	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			TOTALS		
15-MIN COUNTS	AUTOS	AIRPT SHTTLS	MVT TOTALS	AUTOS	AIRPT SHTTLS	MVT TOTALS	AUTOS	AIRPT SHTTLS	MVT TOTALS	AUTOS	AIRPT SHTTLS	MVT TOTALS	AUTOS	AIRPT SHTTLS	MVT TOTALS	AUTOS	AIRPT SHTTLS	MVT TOTALS	AUTOS	AIRPT SHTTLS	MVT TOTALS
700-715	25	0	25	143	0	143	8	3	11	1	2	3	1	0	1	0	0	0	619	5	624
715-730	17	0	17	156	0	156	2	3	5	0	5	5	1	0	1	0	0	0	641	8	649
730-745	22	0	22	195	0	195	3	3	6	0	2	2	0	0	0	1	0	1	762	5	767
745-800	28	0	28	255	0	255	2	3	5	1	3	4	0	0	0	0	0	0	870	6	876
800-815	25	0	25	236	0	236	3	2	5	1	3	4	0	0	0	1	0	1	836	5	841
815-830	26	0	26	233	0	233	6	4	10	2	3	5	1	0	1	3	2	5	818	9	827
830-845	25	0	25	220	0	220	6	3	9	3	2	5	0	0	0	1	0	1	796	5	801
845-900	22	0	22	235	0	235	4	4	8	4	1	5	0	0	0	1	1	2	839	6	845
900-915	28	0	28	209	0	209	4	2	6	2	4	6	0	0	0	2	0	2	755	6	761
915-930	18	0	18	203	0	203	6	4	10	1	4	5	0	0	0	1	0	1	680	8	688
930-945	26	0	26	224	0	224	2	2	4	2	1	3	0	0	0	4	0	4	692	3	695
945-1000	21	0	21	202	0	202	5	2	7	3	3	6	0	0	0	2	1	3	649	6	655

HOUR TOTALS																					
700-800	92	0	92	749	0	749	15	12	27	2	12	14	2	0	2	1	0	1	2892	24	2916
715-815	92	0	92	842	0	842	10	11	21	2	13	15	1	0	1	2	0	2	3109	24	3133
730-830	101	0	101	919	0	919	14	12	26	4	11	15	1	0	1	5	2	7	3286	25	3311
745-845	104	0	104	944	0	944	17	12	29	7	11	18	1	0	1	5	2	7	3320	25	3345
800-900	98	0	98	924	0	924	19	13	32	10	9	19	1	0	1	6	3	9	3289	25	3314
815-915	101	0	101	897	0	897	20	13	33	11	10	21	1	0	1	7	3	10	3208	26	3234
830-930	93	0	93	867	0	867	20	13	33	10	11	21	0	0	0	5	1	6	3070	25	3095
845-945	94	0	94	871	0	871	16	12	28	9	10	19	0	0	0	8	1	9	2966	23	2989
900-1000	93	0	93	838	0	838	17	10	27	8	12	20	0	0	0	9	1	10	2776	23	2799

VEHICLE TOTALS SUMMARY

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	7	375	46	10	0	3	25	143	11	3	1	0	624
715-730	7	413	28	14	0	3	17	156	5	5	1	0	649
730-745	9	469	42	9	0	12	22	195	6	2	0	1	767
745-800	1	508	52	12	1	10	28	255	5	4	0	0	876
800-815	8	493	45	14	0	10	25	236	5	4	0	1	841
815-830	11	471	53	8	0	4	26	233	10	5	1	5	827
830-845	7	465	42	14	0	13	25	220	9	5	0	1	801
845-900	10	489	46	13	0	15	22	235	8	5	0	2	845
900-915	4	436	42	15	0	13	28	209	6	6	0	2	761
915-930	1	391	33	15	0	11	18	203	10	5	0	1	688
930-945	8	373	27	13	0	13	26	224	4	3	0	4	695
945-1000	2	375	19	12	0	8	21	202	7	6	0	3	655
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	24	1765	168	45	1	28	92	749	27	14	2	1	2916
715-815	25	1883	167	49	1	35	92	842	21	15	1	2	3133
730-830	29	1941	192	43	1	36	101	919	26	15	1	7	3311
745-845	27	1937	192	48	1	37	104	944	29	18	1	7	3345
800-900	36	1918	186	49	0	42	98	924	32	19	1	9	3314
815-915	32	1861	183	50	0	45	101	897	33	21	1	10	3234
830-930	22	1781	163	57	0	52	93	867	33	21	0	6	3095
845-945	23	1689	148	56	0	52	94	871	28	19	0	9	2989
900-1000	15	1575	121	55	0	45	93	838	27	20	0	10	2799

PEAK HOUR
745-845



PEDESTRIAN COUNTS

15 MIN COUNTS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-715	0	1	0	0	1
715-730	1	2	0	2	5
730-745	0	2	0	0	2
745-800	0	2	0	0	2
800-815	1	0	0	1	2
815-830	0	0	0	1	1
830-845	0	1	0	0	1
845-900	0	0	0	0	0
900-915	0	1	0	1	2
915-930	0	2	1	0	3
930-945	0	2	0	0	2
945-1000	0	1	0	0	1
HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-800	1	7	0	2	10
715-815	2	6	0	3	11
730-830	1	4	0	2	7
745-845	1	3	0	2	6
800-900	1	1	0	2	4
815-915	0	2	0	2	4
830-930	0	4	1	1	6
845-945	0	5	1	1	7
900-1000	0	6	1	1	8

BICYCLE COUNTS

15 MIN COUNTS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-715	0	0	0	1	1
715-730	1	1	0	1	3
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	1	1
930-945	0	0	0	0	0
945-1000	0	0	0	1	1
HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-800	1	1	0	2	4
715-815	1	1	0	1	3
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	1	1
845-945	0	0	0	1	1
900-1000	0	0	0	2	2

APPROACH SUMMARIES

	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
700-800	1957	795		74	262		868	1807		17	52
715-815	2075	893		85	260		955	1933		18	47
730-830	2162	969		80	294		1046	1992		23	56
745-845	2156	999		86	297		1077	1992		26	57
800-900	2140	982		91	285		1054	1979		29	68
815-915	2076	957		95	285		1031	1927		32	65
830-930	1966	930		109	256		993	1854		27	55
845-945	1860	936		108	242		993	1760		28	51
900-1000	1711	903		100	214		958	1640		30	42

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INTERSECTION VEHICLE CLASSIFICATION TURNING MOVEMENT COUNT SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: BURBANK AIRPORT - 2018
DATE: WEDNESDAY MAY 9, 2018
PERIOD: 4:30 PM TO 7:30 PM
INTERSECTION: N/S HOLLYWOOD WAY
E/W WINONA AVENUE
CITY: BURBANK

VEHICLE COUNTS

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	AUTOS	AIRPT SHTTLS	MVT TOTALS	AUTOS	AIRPT SHTTLS	MVT TOTALS	AUTOS	AIRPT SHTTLS	MVT TOTALS	AUTOS	AIRPT SHTTLS	MVT TOTALS	AUTOS	AIRPT SHTTLS	MVT TOTALS	AUTOS	AIRPT SHTTLS	MVT TOTALS
430-445	3	0	3	293	0	293	12	0	12	57	0	57	1	0	1	20	0	20
445-500	1	0	1	317	0	317	18	0	18	79	0	79	0	0	0	21	0	21
500-515	1	0	1	312	0	312	17	0	17	93	0	93	0	0	0	47	0	47
515-530	1	0	1	309	0	309	19	0	19	57	0	57	1	0	1	20	0	20
530-545	1	0	1	361	0	361	13	0	13	42	0	42	0	0	0	16	0	16
545-600	3	0	3	299	0	299	16	0	16	47	0	47	0	0	0	21	0	21
600-615	2	0	2	284	0	284	8	0	8	44	0	44	0	0	0	20	0	20
615-630	4	0	4	261	0	261	17	0	17	33	0	33	0	1	1	23	0	23
630-645	3	0	3	252	0	252	13	0	13	25	0	25	0	0	0	12	0	12
645-700	3	0	3	257	0	257	7	0	7	17	0	17	0	0	0	13	0	13
700-715	1	0	1	210	0	210	17	0	17	30	0	30	2	0	2	21	0	21
715-730	1	0	1	199	0	199	2	0	2	14	0	14	0	0	0	9	0	9
HOUR TOTALS																		
430-530	6	0	6	1231	0	1231	66	0	66	286	0	286	2	0	2	108	0	108
445-545	4	0	4	1299	0	1299	67	0	67	271	0	271	1	0	1	104	0	104
500-600	6	0	6	1281	0	1281	65	0	65	239	0	239	1	0	1	104	0	104
515-615	7	0	7	1253	0	1253	56	0	56	190	0	190	1	0	1	77	0	77
530-630	10	0	10	1205	0	1205	54	0	54	166	0	166	0	1	1	80	0	80
545-645	12	0	12	1096	0	1096	54	0	54	149	0	149	0	1	1	76	0	76
600-700	12	0	12	1054	0	1054	45	0	45	119	0	119	0	1	1	68	0	68
615-715	11	0	11	980	0	980	54	0	54	105	0	105	2	1	3	69	0	69
630-730	8	0	8	918	0	918	39	0	39	86	0	86	2	0	2	55	0	55

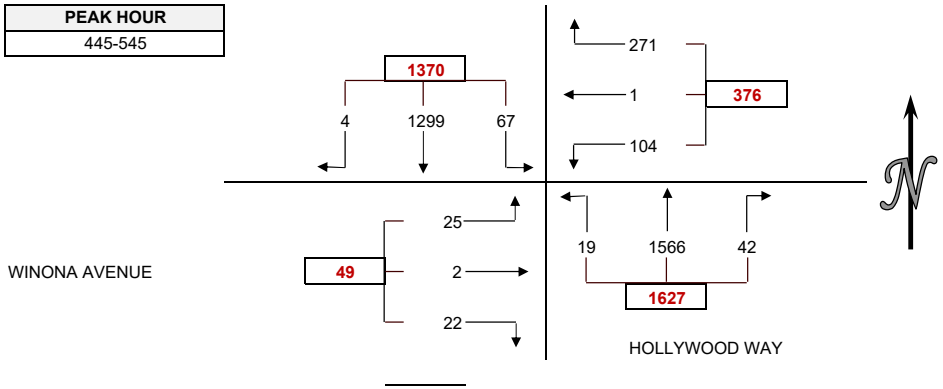
	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			TOTALS		
15-MIN COUNTS	AUTOS	AIRPT SHTTLS	MVT TOTALS	AUTOS	AIRPT SHTTLS	MVT TOTALS	AUTOS	AIRPT SHTTLS	MVT TOTALS	AUTOS	AIRPT SHTTLS	MVT TOTALS	AUTOS	AIRPT SHTTLS	MVT TOTALS	AUTOS	AIRPT SHTTLS	MVT TOTALS	AUTOS	AIRPT SHTTLS	MVT TOTALS
430-445	10	0	10	341	0	341	4	2	6	3	2	5	0	0	0	6	0	6	750	4	754
445-500	16	0	16	390	0	390	1	3	4	4	2	6	0	0	0	5	0	5	852	5	857
500-515	7	0	7	420	0	420	4	2	6	4	2	6	1	1	2	9	0	9	915	5	920
515-530	8	0	8	371	0	371	2	3	5	2	3	5	0	0	0	8	0	8	798	6	804
530-545	11	0	11	385	0	385	2	2	4	4	1	5	0	0	0	3	0	3	838	3	841
545-600	9	0	9	327	0	327	4	3	7	5	3	8	0	0	0	11	0	11	742	6	748
600-615	13	0	13	410	0	410	0	2	2	0	4	4	0	1	1	4	0	4	785	7	792
615-630	12	0	12	445	0	445	2	3	5	6	4	10	0	0	0	3	0	3	806	8	814
630-645	7	0	7	404	0	404	5	4	9	2	4	6	1	0	1	6	0	6	730	8	738
645-700	11	0	11	325	0	325	4	4	8	4	2	6	0	0	0	4	0	4	645	6	651
700-715	14	0	14	323	0	323	2	2	4	4	4	8	0	0	0	7	0	7	631	6	637
715-730	11	0	11	319	0	319	6	3	9	3	2	5	1	0	1	4	0	4	569	5	574

HOUR TOTALS																						
430-530	41	0	41	1522	0	1522	11	10	21	13	9	22	1	1	2	28	0	28	3315	20	3335
445-545	42	0	42	1566	0	1566	9	10	19	14	8	22	1	1	2	25	0	25	3403	19	3422
500-600	35	0	35	1503	0	1503	12	10	22	15	9	24	1	1	2	31	0	31	3293	20	3313
515-615	41	0	41	1493	0	1493	8	10	18	11	11	22	0	1	1	26	0	26	3163	22	3185
530-630	45	0	45	1567	0	1567	8	10	18	15	12	27	0	1	1	21	0	21	3171	24	3195
545-645	41	0	41	1586	0	1586	11	12	23	13	15	28	1	1	2	24	0	24	3063	29	3092
600-700	43	0	43	1584	0	1584	11	13	24	12	14	26	1	1	2	17	0	17	2966	29	2995
615-715	44	0	44	1497	0	1497	13	13	26	16	14	30	1	0	1	20	0	20	2812	28	2840
630-730	43	0	43	1371	0	1371	17	13	30	13	12	25	2	0	2	21	0	21	2575	25	2600

VEHICLE TOTALS SUMMARY

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
430-445	3	293	12	57	1	20	10	341	6	5	0	6	754
445-500	1	317	18	79	0	21	16	390	4	6	0	5	857
500-515	1	312	17	93	0	47	7	420	6	6	2	9	920
515-530	1	309	19	57	1	20	8	371	5	5	0	8	804
530-545	1	361	13	42	0	16	11	385	4	5	0	3	841
545-600	3	299	16	47	0	21	9	327	7	8	0	11	748
600-615	2	284	8	44	0	20	13	410	2	4	1	4	792
615-630	4	261	17	33	1	23	12	445	5	10	0	3	814
630-645	3	252	13	25	0	12	7	404	9	6	1	6	738
645-700	3	257	7	17	0	13	11	325	8	6	0	4	651
700-715	1	210	17	30	2	21	14	323	4	8	0	7	637
715-730	1	199	2	14	0	9	11	319	9	5	1	4	574
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
430-530	6	1231	66	286	2	108	41	1522	21	22	2	28	3335
445-545	4	1299	67	271	1	104	42	1566	19	22	2	25	3422
500-600	6	1281	65	239	1	104	35	1503	22	24	2	31	3313
515-615	7	1253	56	190	1	77	41	1493	18	22	1	26	3185
530-630	10	1205	54	166	1	80	45	1567	18	27	1	21	3195
545-645	12	1096	54	149	1	76	41	1586	23	28	2	24	3092
600-700	12	1054	45	119	1	68	43	1584	24	26	2	17	2995
615-715	11	980	54	105	3	69	44	1497	26	30	1	20	2840
630-730	8	918	39	86	2	55	43	1371	30	25	2	21	2600

PEAK HOUR
445-545



PEDESTRIAN COUNTS					
15 MIN COUNTS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0
515-615	0	0	0	0	0
530-630	0	0	0	0	0
545-645	0	0	0	0	0
600-700	0	0	0	0	0
615-715	0	0	0	0	0
630-730	0	0	0	0	0

BICYCLE COUNTS					
15 MIN COUNTS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0
515-615	0	0	0	0	0
530-630	0	0	0	0	0
545-645	0	0	0	0	0
600-700	0	0	0	0	0
615-715	0	0	0	0	0
630-730	0	0	0	0	0

APPROACH SUMMARIES											
	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
430-530	1303	1836		396	109		1584	1361		52	29
445-545	1370	1862		376	111		1627	1425		49	24
500-600	1352	1773		344	102		1560	1409		57	29
515-615	1316	1709		268	98		1552	1352		49	26
530-630	1269	1754		247	100		1630	1312		49	29
545-645	1162	1759		226	97		1650	1200		54	36
600-700	1111	1720		188	90		1651	1148		45	37
615-715	1045	1622		177	99		1567	1079		51	40
630-730	965	1478		143	84		1444	998		48	40

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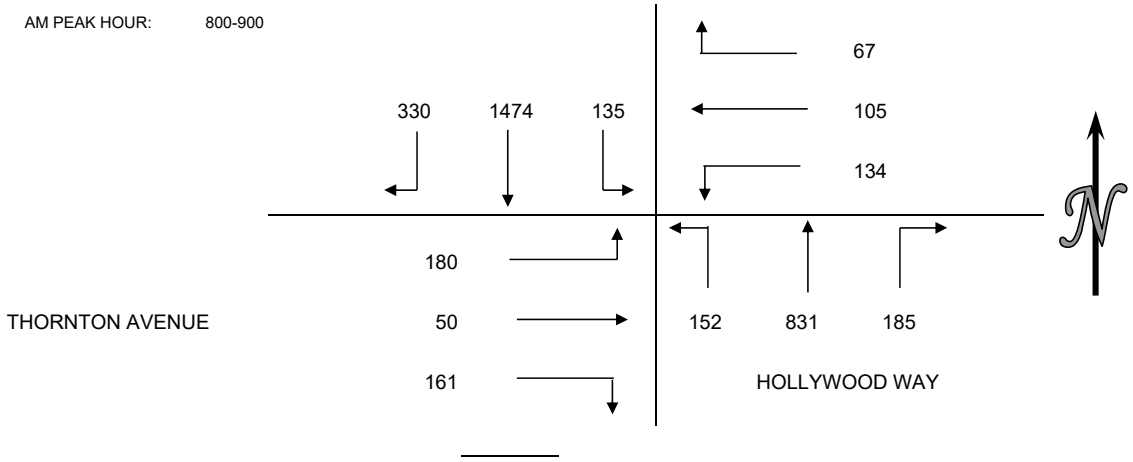
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: BURBANK AIRPORT - 2018
DATE: WEDNESDAY MAY 9, 2018
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S HOLLYWOOD WAY
E/W THORNTON AVENUE
CITY: BURBANK

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	53	293	16	6	29	27	12	152	36	11	7	25	667
715-730	59	326	25	12	24	34	18	160	38	11	5	23	735
730-745	33	395	24	11	25	47	29	190	27	22	10	29	842
745-800	44	457	35	12	13	22	38	232	14	18	8	37	930
800-815	63	319	35	13	25	41	51	221	41	35	10	41	895
815-830	70	401	28	15	17	26	40	199	29	27	16	49	917
830-845	88	391	40	23	30	34	39	233	35	41	9	23	986
845-900	109	363	32	16	33	33	55	178	47	58	15	67	1006
900-915	90	314	37	11	23	36	37	165	34	41	11	68	867
915-930	76	303	31	17	27	27	19	144	33	65	16	73	831
930-945	56	307	28	17	25	31	29	185	40	58	8	46	830
945-1000	59	288	32	18	22	26	40	149	42	54	3	62	795
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	189	1471	100	41	91	130	97	734	115	62	30	114	3174
715-815	199	1497	119	48	87	144	136	803	120	86	33	130	3402
730-830	210	1572	122	51	80	136	158	842	111	102	44	156	3584
745-845	265	1568	138	63	85	123	168	885	119	121	43	150	3728
800-900	330	1474	135	67	105	134	185	831	152	161	50	180	3804
815-915	357	1469	137	65	103	129	171	775	145	167	51	207	3776
830-930	363	1371	140	67	113	130	150	720	149	205	51	231	3690
845-945	331	1287	128	61	108	127	140	672	154	222	50	254	3534
900-1000	281	1212	128	63	97	120	125	643	149	218	38	249	3323

AM PEAK HOUR: 800-900



PEDESTRIAN COUNTS					
15 MIN COUNTS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-715	1	0	2	2	5
715-730	4	3	3	5	15
730-745	1	1	4	3	9
745-800	0	2	5	3	10
800-815	2	2	7	2	13
815-830	2	3	10	0	15
830-845	1	1	1	4	7
845-900	8	6	6	5	25
900-915	2	5	5	8	20
915-930	3	1	5	8	17
930-945	3	2	6	6	17
945-1000	2	2	7	2	13
HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-800	6	6	14	13	39
715-815	7	8	19	13	47
730-830	5	8	26	8	47
745-845	5	8	23	9	45
800-900	13	12	24	11	60

BICYCLE COUNTS					
15 MIN COUNTS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-715	0	0	0	1	1
715-730	0	1	0	2	3
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	1	1	2
930-945	0	0	0	0	0
945-1000	0	0	0	1	1
HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-800	0	1	0	3	4
715-815	0	1	0	2	3
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969 info@wiltecusa.com

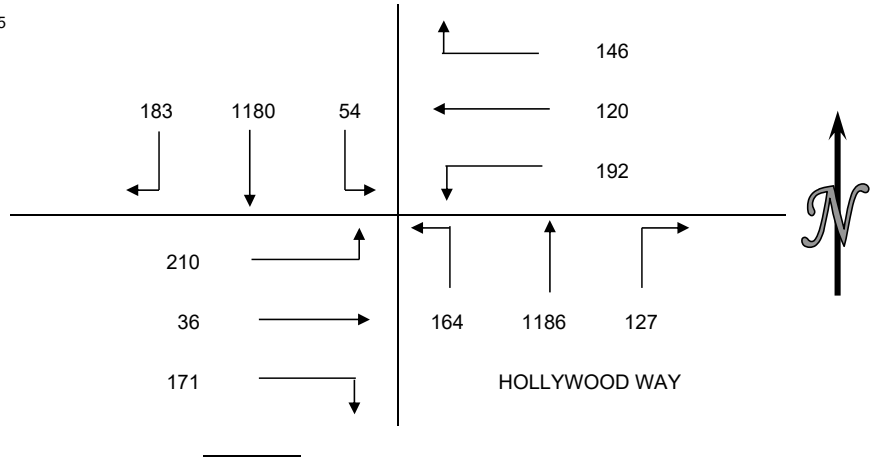
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: BURBANK AIRPORT - 2018
DATE: WEDNESDAY MAY 9, 2018
PERIOD: 4:30 PM TO 7:30 PM
INTERSECTION: N/S HOLLYWOOD WAY
E/W THORNTON AVENUE
CITY: BURBANK

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
430-445	66	225	13	40	28	34	27	254	46	27	11	66	837
445-500	60	289	11	31	33	34	27	277	39	46	8	64	919
500-515	37	287	12	50	36	61	28	326	47	52	8	61	1005
515-530	42	319	11	27	18	37	33	281	30	20	10	46	874
530-545	44	285	20	38	33	60	39	302	48	53	10	39	971
545-600	44	273	13	22	22	42	38	264	34	40	11	52	855
600-615	33	248	15	30	30	60	24	329	44	49	12	47	921
615-630	45	227	8	26	39	47	22	327	54	65	14	106	980
630-645	42	233	8	34	22	32	36	299	43	48	12	89	898
645-700	47	200	12	19	30	44	24	284	33	25	7	39	764
700-715	51	192	9	15	22	40	22	273	48	17	13	50	752
715-730	58	143	10	23	31	20	32	231	57	42	5	77	729
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
430-530	205	1120	47	148	115	166	115	1138	162	145	37	237	3635
445-545	183	1180	54	146	120	192	127	1186	164	171	36	210	3769
500-600	167	1164	56	137	109	200	138	1173	159	165	39	198	3705
515-615	163	1125	59	117	103	199	134	1176	156	162	43	184	3621
530-630	166	1033	56	116	124	209	123	1222	180	207	47	244	3727
545-645	164	981	44	112	113	181	120	1219	175	202	49	294	3654
600-700	167	908	43	109	121	183	106	1239	174	187	45	281	3563
615-715	185	852	37	94	113	163	104	1183	178	155	46	284	3394
630-730	198	768	39	91	105	136	114	1087	181	132	37	255	3143

PM PEAK HOUR 445-545



PEDESTRIAN COUNTS					
15 MIN COUNTS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
430-445	1	2	7	4	14
445-500	1	2	3	3	9
500-515	3	1	3	3	10
515-530	0	2	4	2	8
530-545	5	2	4	7	18
545-600	0	0	5	5	10
600-615	0	1	5	1	7
615-630	6	0	0	3	9
630-645	1	5	5	7	18
645-700	2	0	1	2	5
700-715	0	0	4	3	7
715-730	6	0	4	6	16
HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
430-530	5	7	17	12	41
445-545	9	7	14	15	45
500-600	8	5	16	17	46
515-615	5	5	18	15	43
530-630	11	3	14	16	44

BICYCLE COUNTS					
15 MIN COUNTS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
430-445	0	0	0	1	1
445-500	0	0	0	0	0
500-515	0	1	0	0	1
515-530	0	0	0	0	0
530-545	0	0	1	2	3
545-600	0	0	0	0	0
600-615	0	0	0	1	1
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
430-530	0	1	0	1	2
445-545	0	1	1	2	4
500-600	0	1	1	2	4
515-615	0	0	1	3	4
530-630	0	0	1	3	4

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INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: BURBANK AIRPORT - 2018
DATE: WEDNESDAY MAY 9, 2018
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S HOLLYWOOD WAY
E/W AIRPORT / AVON AVENUE
CITY: BURBANK

VEHICLE COUNTS

15 MIN COUNTS	1	2a	2b	3	4	5	6a	6b	7	8	9b	9a	10a	10b	11	12	
PERIOD	SBRT	SBTH	SBTH	SBLT	WBRT	WBTH	WBLT	WBLT	NBRT	NBTH	NBLT	NBLT	EBRT	EBRT	EBTH	EBLT	TOTAL
700-715	15	40	264	7	13	3	0	5	10	169	11	2	5	12	1	20	577
715-730	2	30	316	2	19	2	0	10	5	181	8	0	1	8	1	11	596
730-745	3	39	407	5	35	5	0	14	7	195	10	1	3	6	1	17	748
745-800	4	54	426	2	24	6	0	14	18	252	10	0	3	6	5	20	844
800-815	5	66	336	6	30	8	0	10	20	248	18	0	0	15	1	14	777
815-830	7	45	401	8	39	6	1	14	17	223	14	0	3	0	3	11	792
830-845	8	53	379	8	25	3	0	10	24	236	22	0	7	10	4	29	818
845-900	9	58	353	6	30	5	0	8	12	229	13	0	4	8	2	25	762
900-915	8	45	305	8	26	7	0	18	18	210	13	1	5	13	2	22	701
915-930	6	47	336	5	25	6	1	11	16	183	17	0	4	10	2	20	689
930-945	3	47	303	11	29	7	2	8	18	208	11	0	10	8	2	18	685
945-1000	15	58	285	6	24	5	1	9	20	183	19	1	6	7	3	21	663
	32	1426		30	104	25	50		72	784	62		63		9	81	
HOUR TOTALS	1	2a	2b	3	4	5	6a	6b	7	8	9b	9a	10a	10b	11	12	
PERIOD	SBRT	SBTH	SBTH	SBLT	WBRT	WBTH	WBLT	WBLT	NBRT	NBTH	NBLT	NBLT	EBRT	EBRT	EBTH	EBLT	TOTAL
700-800	24	163	1413	16	91	16	0	43	40	797	39	3	12	32	8	68	2765
715-815	14	189	1485	15	108	21	0	48	50	876	46	1	7	35	8	62	2965
730-830	19	204	1570	21	128	25	1	52	62	918	52	1	9	27	10	62	3161
745-845	24	218	1542	24	118	23	1	48	79	959	64	0	13	31	13	74	3231
800-900	29	222	1469	28	124	22	1	42	73	936	67	0	14	33	10	79	3149
815-915	32	201	1438	30	120	21	1	50	71	898	62	1	19	31	11	87	3073
830-930	31	203	1373	27	106	21	1	47	70	858	65	1	20	41	10	96	2970
845-945	26	197	1297	30	110	25	3	45	64	830	54	1	23	39	8	85	2837
900-1000	32	197	1229	30	104	25	4	46	72	784	60	2	25	38	9	81	2738

AM PEAK HOUR: 900-1000

PEDESTRIAN COUNTS					
15 MIN COUNTS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-715	2	0	0	0	2
715-730	1	0	0	0	1
730-745	2	0	0	1	3
745-800	2	1	0	4	7
800-815	0	2	2	1	5
815-830	0	0	0	1	1
830-845	2	0	0	3	5
845-900	0	0	0	3	3
900-915	0	0	0	1	1
915-930	4	1	0	8	13
930-945	3	2	0	7	12
945-1000	2	0	0	2	4
HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-800	7	1	0	5	13
715-815	5	3	2	6	16
730-830	4	3	2	7	16
745-845	4	3	2	9	18
800-900	2	2	2	8	14
815-915	2	0	0	8	10
830-930	6	1	0	15	22
845-945	7	3	0	19	29
900-1000	9	3	0	18	30

BICYCLE COUNTS					
15 MIN COUNTS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-715	0	0	0	0	0
715-730	0	0	0	1	1
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	1	0	0	1
915-930	0	0	0	0	0
930-945	0	0	0	0	0
945-1000	0	0	0	0	0
HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-800	0	0	0	1	1
715-815	0	0	0	1	1
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	1	0	0	1
830-930	0	1	0	0	1
845-945	0	1	0	0	1
900-1000	0	1	0	0	1

APPROACH SUMMARIES										
	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
700-800	1616	956		150	64		879	1488		120	79
715-815	1703	1046		177	73		973	1568		112	81
730-830	1814	1108		206	93		1033	1649		108	96
745-845	1808	1151		190	116		1102	1621		131	111
800-900	1748	1139		189	111		1076	1544		136	118
815-915	1701	1105		192	112		1032	1519		148	115
830-930	1634	1060		175	107		994	1461		167	117
845-945	1550	1025		183	102		949	1381		155	105
900-1000	1488	969		179	111		918	1313		153	117

WILTEC

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INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: BURBANK AIRPORT - 2018
DATE: WEDNESDAY MAY 9, 2018
PERIOD: 4:30 PM TO 7:30 PM
INTERSECTION: N/S HOLLYWOOD WAY
E/W AIRPORT / AVON AVENUE
CITY: BURBANK

VEHICLE COUNTS

15 MIN COUNTS	1	2a	2b	3	4	5	6a	6b	7	8	9b	9a	10a	10b	11	12	
PERIOD	SBRT	SBTH	SBTH	SBLT	WBRT	WBTH	WBLT	WBLT	NBRT	NBTH	NBLT	NBLT	EBRT	EBRT	EBTH	EBLT	TOTAL
700-715	6	52	251	6	40	6	0	18	7	262	18	0	4	10	1	17	698
715-730	3	52	266	5	38	4	1	15	12	282	13	0	3	4	0	29	727
730-745	7	68	304	14	51	3	0	21	13	316	28	1	0	8	2	23	859
745-800	6	50	336	3	44	7	0	26	12	288	20	0	4	13	1	21	831
800-815	5	55	307	11	30	8	1	21	13	322	26	0	5	6	2	25	837
815-830	3	55	307	10	42	6	0	26	15	292	14	3	7	7	2	20	809
830-845	7	59	284	5	49	5	1	29	11	347	21	0	5	10	1	21	855
845-900	4	60	253	6	45	4	0	20	13	328	21	1	9	7	2	20	793
900-915	4	58	247	4	30	8	0	15	7	311	16	0	8	5	5	22	740
915-930	11	51	204	9	32	9	0	14	12	291	18	0	6	7	4	16	684
930-945	1	40	178	2	55	4	0	13	8	272	28	1	7	8	0	33	650
945-1000	5	38	193	3	36	3	0	11	7	260	12	0	3	4	1	24	600
	21	1009		18	153	24	53		34	1134	75		48		10	95	
HOUR TOTALS	1	2a	2b	3	4	5	6a	6b	7	8	9b	9a	10a	10b	11	12	
PERIOD	SBRT	SBTH	SBTH	SBLT	WBRT	WBTH	WBLT	WBLT	NBRT	NBTH	NBLT	NBLT	EBRT	EBRT	EBTH	EBLT	TOTAL
700-800	22	222	1157	28	173	20	1	80	44	1148	79	1	11	35	4	90	3115
715-815	21	225	1213	33	163	22	2	83	50	1208	87	1	12	31	5	98	3254
730-830	21	228	1254	38	167	24	1	94	53	1218	88	4	16	34	7	89	3336
745-845	21	219	1234	29	165	26	2	102	51	1249	81	3	21	36	6	87	3332
800-900	19	229	1151	32	166	23	2	96	52	1289	82	4	26	30	7	86	3294
815-915	18	232	1091	25	166	23	1	90	46	1278	72	4	29	29	10	83	3197
830-930	26	228	988	24	156	26	1	78	43	1277	76	1	28	29	12	79	3072
845-945	20	209	882	21	162	25	0	62	40	1202	83	2	30	27	11	91	2867
900-1000	21	187	822	18	153	24	0	53	34	1134	74	1	24	24	10	95	2674

AM PEAK HOUR: 845-945

PEDESTRIAN COUNTS					
15 MIN COUNTS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-715	9	0	0	6	15
715-730	7	0	0	4	11
730-745	4	0	0	5	9
745-800	1	0	0	2	3
800-815	2	1	0	5	8
815-830	3	0	0	4	7
830-845	1	0	0	1	2
845-900	0	0	0	0	0
900-915	1	1	0	0	2
915-930	3	0	0	1	4
930-945	1	0	0	3	4
945-1000	0	0	0	1	1
HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-800	21	0	0	17	38
715-815	14	1	0	16	31
730-830	10	1	0	16	27
745-845	7	1	0	12	20
800-900	6	1	0	10	17
815-915	5	1	0	5	11
830-930	5	1	0	2	8
845-945	5	1	0	4	10
900-1000	5	1	0	5	11

BICYCLE COUNTS					
15 MIN COUNTS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-715	0	0	0	0	0
715-730	0	0	0	1	1
730-745	0	0	0	1	1
745-800	1	0	0	1	2
800-815	0	0	0	1	1
815-830	0	1	0	0	1
830-845	0	0	0	1	1
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	1	0	0	1
930-945	0	0	0	0	0
945-1000	0	0	0	0	0
HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-800	1	0	0	3	4
715-815	1	0	0	4	5
730-830	1	1	0	3	5
745-845	1	1	0	3	5
800-900	0	1	0	2	3
815-915	0	1	0	1	2
830-930	0	1	0	1	2
845-945	0	1	0	0	1
900-1000	0	1	0	0	1

APPROACH SUMMARIES										
	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
700-800	1429	1411		274	76		1272	1272		140	121
715-815	1492	1469		270	88		1346	1327		146	130
730-830	1541	1474		286	98		1363	1382		146	133
745-845	1503	1501		295	86		1384	1372		150	128
800-900	1431	1541		287	91		1427	1277		149	124
815-915	1366	1527		280	81		1400	1210		151	113
830-930	1266	1512		261	79		1397	1095		148	128
845-945	1132	1455		249	72		1327	971		159	128
900-1000	1048	1382		230	62		1243	899		153	119

WILTEC

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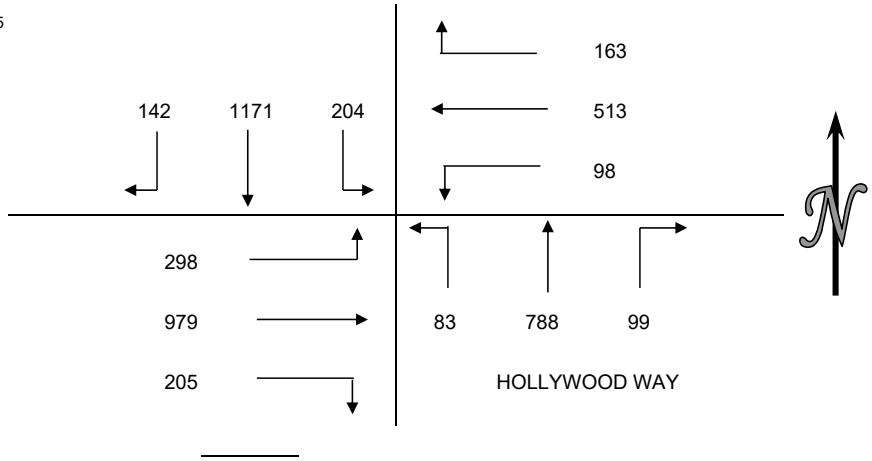
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: BURBANK AIRPORT - 2018
DATE: TUESDAY MAY 9, 2018
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S HOLLYWOOD WAY
E/W VICTORY BOULEVARD
CITY: BURBANK

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	32	213	36	21	93	20	4	132	16	29	125	51	772
715-730	41	264	41	22	120	12	12	133	11	32	180	62	930
730-745	53	312	46	18	136	19	14	156	17	54	225	63	1113
745-800	62	288	55	40	139	34	43	239	15	63	277	84	1339
800-815	27	289	48	43	132	24	23	195	22	40	211	66	1120
815-830	20	292	35	34	117	16	18	187	27	49	254	76	1125
830-845	33	302	66	46	125	24	15	167	19	53	237	72	1159
845-900	25	304	39	44	110	18	14	191	19	45	223	92	1124
900-915	21	264	39	29	106	21	15	141	12	47	171	76	942
915-930	30	256	35	40	94	14	13	125	21	38	155	76	897
930-945	20	259	27	25	108	21	14	156	17	20	189	68	924
945-1000	32	232	28	29	104	11	21	157	16	31	172	62	895
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	188	1077	178	101	488	85	73	660	59	178	807	260	4154
715-815	183	1153	190	123	527	89	92	723	65	189	893	275	4502
730-830	162	1181	184	135	524	93	98	777	81	206	967	289	4697
745-845	142	1171	204	163	513	98	99	788	83	205	979	298	4743
800-900	105	1187	188	167	484	82	70	740	87	187	925	306	4528
815-915	99	1162	179	153	458	79	62	686	77	194	885	316	4350
830-930	109	1126	179	159	435	77	57	624	71	183	786	316	4122
845-945	96	1083	140	138	418	74	56	613	69	150	738	312	3887
900-1000	103	1011	129	123	412	67	63	579	66	136	687	282	3658

AM PEAK HOUR: 745-845



PEDESTRIAN COUNTS					
15 MIN COUNTS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-715	5	4	1	3	13
715-730	3	2	1	1	7
730-745	0	0	0	0	0
745-800	1	3	0	1	5
800-815	0	1	3	0	4
815-830	3	4	1	0	8
830-845	1	5	2	1	9
845-900	0	6	1	0	7
900-915	3	9	3	0	15
915-930	5	3	1	2	11
930-945	9	2	2	6	19
945-1000	3	7	5	1	16
HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-800	9	9	2	5	25
715-815	4	6	4	2	16
730-830	4	8	4	1	17
745-845	5	13	6	2	26
800-900	4	16	7	1	28
815-915	7	24	7	1	39
830-930	9	23	7	3	42
845-945	17	20	7	8	52
900-1000	20	21	11	9	61

BICYCLE COUNTS					
15 MIN COUNTS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-715	0	0	0	0	0
715-730	1	0	1	1	3
730-745	0	0	1	2	3
745-800	1	0	0	1	2
800-815	0	0	0	0	0
815-830	0	0	1	0	1
830-845	0	0	1	0	1
845-900	0	0	0	0	0
900-915	1	1	1	1	4
915-930	0	0	0	0	0
930-945	0	0	1	0	1
945-1000	1	1	1	1	4
HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-800	2	0	2	4	8
715-815	2	0	2	4	8
730-830	1	0	2	3	6
745-845	1	0	2	1	4
800-900	0	0	2	0	2
815-915	1	1	3	1	6
830-930	1	1	2	1	5
845-945	1	1	2	1	5
900-1000	2	2	3	2	9

APPROACH SUMMARIES											
	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
700-800	1443	1021		674	1058		792	1340		1245	735
715-815	1526	1121		739	1175		880	1431		1357	775
730-830	1527	1201		752	1249		956	1480		1462	767
745-845	1517	1249		774	1282		970	1474		1482	738
800-900	1480	1213		733	1183		897	1456		1418	676
815-915	1440	1155		690	1126		825	1435		1395	634
830-930	1414	1099		671	1022		752	1386		1285	615
845-945	1319	1063		630	934		738	1307		1200	583
900-1000	1243	984		602	879		708	1214		1105	581

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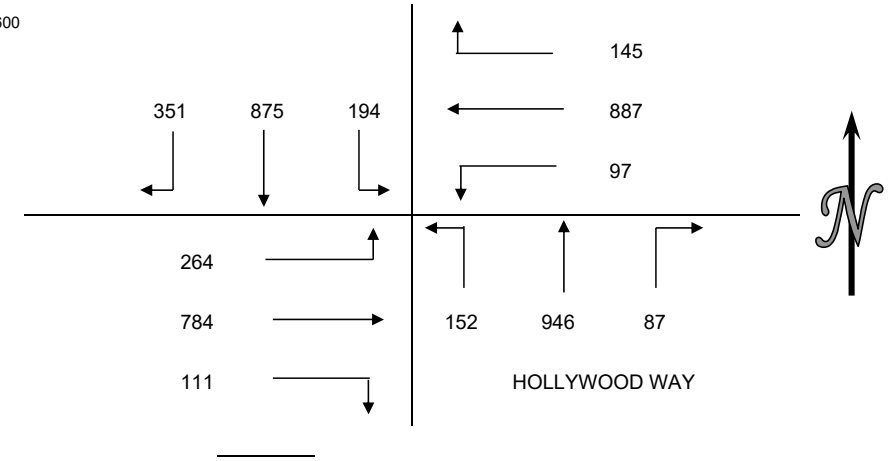
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: BURBANK AIRPORT - 2018
DATE: WEDNESDAY MAY 9, 2018
PERIOD: 4:30 PM TO 7:30 PM
INTERSECTION: N/S HOLLYWOOD WAY
E/W VICTORY BOULEVARD
CITY: BURBANK

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
430-445	58	186	42	30	203	12	11	205	33	23	147	57	1007
445-500	55	171	45	39	191	16	21	232	32	25	188	73	1088
500-515	80	227	44	30	210	26	18	231	44	31	188	71	1200
515-530	101	211	49	41	221	18	21	222	37	25	200	64	1210
530-545	83	217	59	31	225	23	25	259	35	34	193	60	1244
545-600	87	220	42	43	231	30	23	234	36	21	203	69	1239
600-615	81	172	60	36	218	21	22	243	34	23	208	65	1183
615-630	84	211	59	38	247	26	19	222	42	13	184	54	1199
630-645	63	190	45	34	204	20	34	215	33	29	188	45	1100
645-700	50	174	52	28	180	14	17	201	40	18	175	48	997
700-715	52	141	45	33	174	27	23	190	43	37	166	49	980
715-730	40	142	27	19	190	19	18	181	28	28	143	46	881
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
430-530	294	795	180	140	825	72	71	890	146	104	723	265	4505
445-545	319	826	197	141	847	83	85	944	148	115	769	268	4742
500-600	351	875	194	145	887	97	87	946	152	111	784	264	4893
515-615	352	820	210	151	895	92	91	958	142	103	804	258	4876
530-630	335	820	220	148	921	100	89	958	147	91	788	248	4865
545-645	315	793	206	151	900	97	98	914	145	86	783	233	4721
600-700	278	747	216	136	849	81	92	881	149	83	755	212	4479
615-715	249	716	201	133	805	87	93	828	158	97	713	196	4276
630-730	205	647	169	114	748	80	92	787	144	112	672	188	3958

PM PEAK HOUR 500-600



PEDESTRIAN COUNTS					
15 MIN COUNTS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
430-445	7	6	10	9	32
445-500	12	19	3	10	44
500-515	12	1	1	4	18
515-530	6	2	4	4	16
530-545	2	1	6	8	17
545-600	2	6	4	5	17
600-615	0	6	0	0	6
615-630	2	4	2	3	11
630-645	5	3	1	5	14
645-700	0	1	2	5	8
700-715	3	8	5	3	19
715-730	4	5	1	3	13
HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
430-530	37	28	18	27	110
445-545	32	23	14	26	95
500-600	22	10	15	21	68
515-615	10	15	14	17	56
530-630	6	17	12	16	51
545-645	9	19	7	13	48
600-700	7	14	5	13	39
615-715	10	16	10	16	52
630-730	12	17	9	16	54

BICYCLE COUNTS					
15 MIN COUNTS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
430-445	0	0	0	0	0
445-500	0	5	3	0	8
500-515	0	1	7	0	8
515-530	0	0	1	0	1
530-545	0	0	1	0	1
545-600	0	0	0	0	0
600-615	0	1	0	0	1
615-630	0	0	0	0	0
630-645	0	1	0	0	1
645-700	0	0	3	0	3
700-715	0	1	1	0	2
715-730	0	0	0	0	0
HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
430-530	0	6	11	0	17
445-545	0	6	12	0	18
500-600	0	1	9	0	10
515-615	0	1	2	0	3
530-630	0	1	1	0	2
545-645	0	2	0	0	2
600-700	0	2	3	0	5
615-715	0	2	4	0	6
630-730	0	2	4	0	6

APPROACH SUMMARIES											
	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
430-530	1269	1295		1037	974		1107	971		1092	1265
445-545	1342	1353		1071	1051		1177	1024		1152	1314
500-600	1420	1355		1129	1065		1185	1083		1159	1390
515-615	1382	1367		1138	1105		1191	1015		1165	1389
530-630	1375	1354		1169	1097		1194	1011		1127	1403
545-645	1314	1298		1148	1087		1157	976		1102	1360
600-700	1241	1229		1066	1063		1122	911		1050	1276
615-715	1166	1157		1025	1007		1079	900		1006	1212
630-730	1021	1089		942	933		1023	839		972	1097

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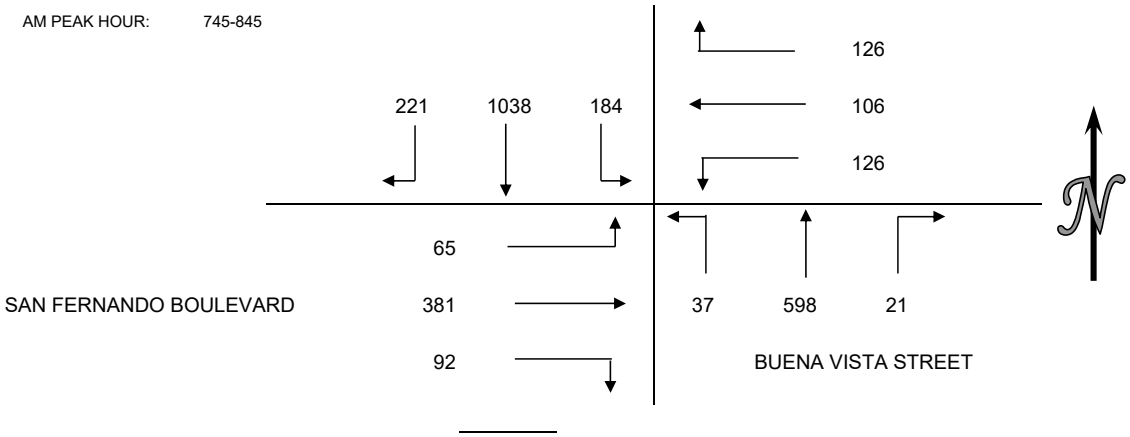
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: BURBANK AIRPORT - 2018
DATE: THURSDAY AUGUST 16, 2018
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S BUENA VISTA STREET
E/W SAN FERNANDO BOULEVARD
CITY: BURBANK

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	69	235	28	29	28	29	4	98	11	18	74	10	633
715-730	53	238	35	21	15	21	3	110	6	25	106	14	647
730-745	52	226	38	34	30	34	1	138	7	19	96	25	700
745-800	70	282	45	32	25	32	8	147	12	23	99	14	789
800-815	51	237	54	36	31	36	5	149	11	18	111	22	761
815-830	43	275	38	32	22	32	5	164	5	22	74	13	725
830-845	57	244	47	26	28	26	3	138	9	29	97	16	720
845-900	45	287	35	31	35	31	3	124	6	29	97	14	737
900-915	44	270	45	37	27	37	5	107	9	24	77	11	693
915-930	48	242	56	36	21	36	3	126	9	24	72	15	688
930-945	37	219	53	44	34	44	3	128	6	15	73	8	664
945-1000	41	245	49	31	27	31	4	113	13	33	92	13	692
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	244	981	146	116	98	116	16	493	36	85	375	63	2769
715-815	226	983	172	123	101	123	17	544	36	85	412	75	2897
730-830	216	1020	175	134	108	134	19	598	35	82	380	74	2975
745-845	221	1038	184	126	106	126	21	598	37	92	381	65	2995
800-900	196	1043	174	125	116	125	16	575	31	98	379	65	2943
815-915	189	1076	165	126	112	126	16	533	29	104	345	54	2875
830-930	194	1043	183	130	111	130	14	495	33	106	343	56	2838
845-945	174	1018	189	148	117	148	14	485	30	92	319	48	2782
900-1000	170	976	203	148	109	148	15	474	37	96	314	47	2737

AM PEAK HOUR: 745-845



PEDESTRIAN COUNTS					
15 MIN COUNTS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-715	0	0	2	1	3
715-730	0	1	1	0	2
730-745	0	6	0	0	6
745-800	0	1	2	0	3
800-815	0	7	10	0	17
815-830	0	9	4	0	13
830-845	0	5	10	0	15
845-900	0	0	0	0	0
900-915	0	7	3	0	10
915-930	0	0	1	0	1
930-945	0	1	1	0	2
945-1000	0	0	0	0	0
HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-800	0	8	5	1	14
715-815	0	15	13	0	28
730-830	0	23	16	0	39
745-845	0	22	26	0	48
800-900	0	21	24	0	45
815-915	0	21	17	0	38
830-930	0	12	14	0	26
845-945	0	8	5	0	13
900-1000	0	8	5	0	13

BICYCLE COUNTS					
15 MIN COUNTS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-715	0	0	1	0	1
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	1	0	0	1
800-815	0	1	0	0	1
815-830	0	0	0	0	0
830-845	0	0	1	0	1
845-900	0	2	2	0	4
900-915	0	0	0	0	0
915-930	0	1	0	0	1
930-945	0	0	0	0	0
945-1000	0	0	1	0	1
HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-800	0	1	1	0	2
715-815	0	2	0	0	2
730-830	0	2	0	0	2
745-845	0	2	1	0	3
800-900	0	3	3	0	6
815-915	0	2	3	0	5
830-930	0	3	3	0	6
845-945	0	3	2	0	5
900-1000	0	1	1	0	2

APPROACH SUMMARIES										
	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
700-800	1371	672		330	537		545	1182		523	378
715-815	1381	742		347	601		597	1191		572	363
730-830	1411	806		376	574		652	1236		536	359
745-845	1443	789		358	586		656	1256		538	364
800-900	1413	765		366	569		622	1266		542	343
815-915	1430	713		364	526		578	1306		503	330
830-930	1420	681		371	540		542	1279		505	338
845-945	1381	681		413	522		529	1258		459	321
900-1000	1349	669		405	532		526	1220		457	316

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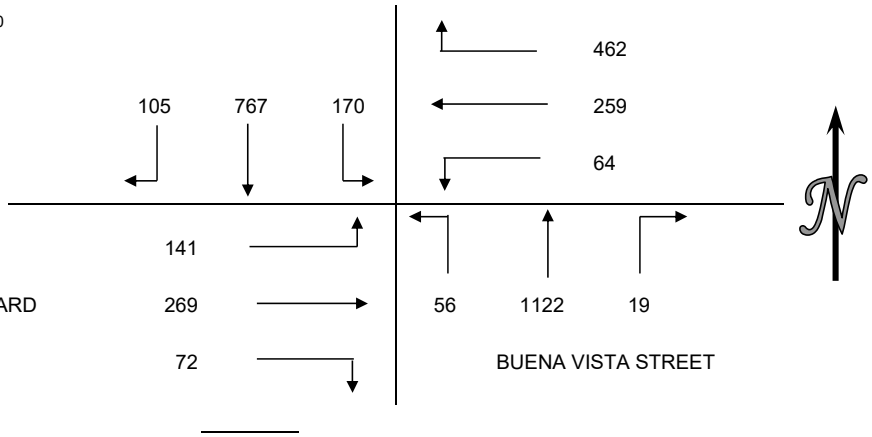
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: BURBANK AIRPORT - 2018
DATE: THURSDAY AUGUST 16, 2018
PERIOD: 4:30 PM TO 7:30 PM
INTERSECTION: N/S BUENA VISTA STREET
E/W SAN FERNANDO BOULEVARD
CITY: BURBANK

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
430-445	24	166	25	111	87	11	5	262	12	10	51	33	797
445-500	36	205	64	95	57	19	6	209	14	10	67	29	811
500-515	28	179	44	120	78	15	3	290	10	22	72	36	897
515-530	36	200	45	109	65	18	8	277	19	15	66	33	891
530-545	25	203	36	104	57	14	1	284	16	18	72	27	857
545-600	16	185	45	129	59	17	7	271	11	17	59	45	861
600-615	23	178	38	106	50	20	8	299	11	19	89	42	883
615-630	27	188	41	94	60	18	9	303	11	15	60	29	855
630-645	19	190	35	104	55	16	7	273	11	12	53	18	793
645-700	24	151	48	118	56	18	8	255	6	15	62	28	789
700-715	28	186	45	94	40	15	2	286	8	11	42	18	775
715-730	31	173	50	87	46	19	8	271	10	7	58	29	789
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
430-530	124	750	178	435	287	63	22	1038	55	57	256	131	3396
445-545	125	787	189	428	257	66	18	1060	59	65	277	125	3456
500-600	105	767	170	462	259	64	19	1122	56	72	269	141	3506
515-615	100	766	164	448	231	69	24	1131	57	69	286	147	3492
530-630	91	754	160	433	226	69	25	1157	49	69	280	143	3456
545-645	85	741	159	433	224	71	31	1146	44	63	261	134	3392
600-700	93	707	162	422	221	72	32	1130	39	61	264	117	3320
615-715	98	715	169	410	211	67	26	1117	36	53	217	93	3212
630-730	102	700	178	403	197	68	25	1085	35	45	215	93	3146

PM PEAK HOUR 500-600



PEDESTRIAN COUNTS					
15 MIN COUNTS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
430-445	0	4	1	0	5
445-500	0	3	4	0	7
500-515	0	1	0	0	1
515-530	0	2	5	1	8
530-545	0	2	0	0	2
545-600	0	1	2	0	3
600-615	0	0	2	0	2
615-630	0	1	2	0	3
630-645	0	0	1	0	1
645-700	0	0	1	0	1
700-715	0	0	1	0	1
715-730	0	0	4	0	4
HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
430-530	0	10	10	1	21
445-545	0	8	9	1	18
500-600	0	6	7	1	14
515-615	0	5	9	1	15
530-630	0	4	6	0	10
545-645	0	2	7	0	9
600-700	0	1	6	0	7
615-715	0	1	5	0	6
630-730	0	0	7	0	7

BICYCLE COUNTS					
15 MIN COUNTS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
430-445	0	1	0	0	1
445-500	0	0	0	0	0
500-515	0	3	0	0	3
515-530	0	0	2	0	2
530-545	0	1	1	0	2
545-600	0	1	0	0	1
600-615	0	2	1	0	3
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	1	1	1	3
700-715	0	0	0	0	0
715-730	0	0	0	1	1
HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
430-530	0	4	2	0	6
445-545	0	4	3	0	7
500-600	0	5	3	0	8
515-615	0	4	4	0	8
530-630	0	4	2	0	6
545-645	0	3	1	0	4
600-700	0	3	2	1	6
615-715	0	1	1	1	3
630-730	0	1	1	2	4

APPROACH SUMMARIES											
	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
430-530	1052	1604		785	456		1115	870		444	466
445-545	1101	1613		751	484		1137	918		467	441
500-600	1042	1725		785	458		1197	903		482	420
515-615	1030	1726		748	474		1212	904		502	388
530-630	1005	1733		728	465		1231	892		492	366
545-645	985	1713		728	451		1221	875		458	353
600-700	962	1669		715	458		1201	840		442	353
615-715	982	1620		688	412		1179	835		363	345
630-730	980	1581		668	418		1145	813		353	334

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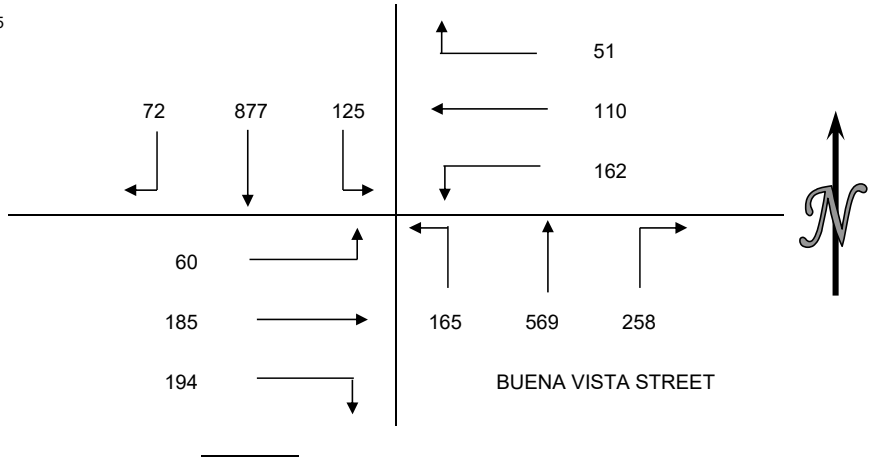
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: BURBANK AIRPORT - 2018
DATE: THURSDAY MAY 10, 2018
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S BUENA VISTA STREET
E/W EMPIRE AVENUE
CITY: BURBANK

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	14	162	8	11	16	23	33	78	11	30	23	8	417
715-730	18	188	13	7	15	18	42	94	21	31	36	13	496
730-745	11	182	14	7	33	30	50	97	25	39	44	21	553
745-800	17	243	30	7	20	28	79	160	41	48	55	10	738
800-815	19	217	24	12	35	37	40	144	39	56	48	17	688
815-830	22	190	30	14	30	57	78	144	48	50	44	18	725
830-845	14	227	41	18	25	40	61	121	37	40	38	15	677
845-900	21	166	30	13	42	36	73	100	39	42	45	21	628
900-915	27	191	37	14	32	34	31	112	37	30	51	23	619
915-930	18	202	32	18	24	46	85	102	31	45	39	14	656
930-945	23	200	50	18	18	50	104	107	25	31	32	17	675
945-1000	17	216	43	17	30	61	90	81	24	43	43	25	690
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	60	775	65	32	84	99	204	429	98	148	158	52	2204
715-815	65	830	81	33	103	113	211	495	126	174	183	61	2475
730-830	69	832	98	40	118	152	247	545	153	193	191	66	2704
745-845	72	877	125	51	110	162	258	569	165	194	185	60	2828
800-900	76	800	125	57	132	170	252	509	163	188	175	71	2718
815-915	84	774	138	59	129	167	243	477	161	162	178	77	2649
830-930	80	786	140	63	123	156	250	435	144	157	173	73	2580
845-945	89	759	149	63	116	166	293	421	132	148	167	75	2578
900-1000	85	809	162	67	104	191	310	402	117	149	165	79	2640

AM PEAK HOUR: 745-845



PEDESTRIAN COUNTS					
15 MIN COUNTS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-715	2	0	1	0	3
715-730	3	0	0	1	4
730-745	1	2	1	2	6
745-800	0	0	1	2	3
800-815	1	1	2	3	7
815-830	2	1	3	5	11
830-845	0	1	6	4	11
845-900	0	0	5	2	7
900-915	1	0	7	4	12
915-930	2	0	2	0	4
930-945	1	0	2	1	4
945-1000	1	2	4	1	8
HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-800	6	2	3	5	16
715-815	5	3	4	8	20
730-830	4	4	7	12	27
745-845	3	3	12	14	32
800-900	3	3	16	14	36
815-915	3	2	21	15	41
830-930	3	1	20	10	34
845-945	4	0	16	7	27
900-1000	5	2	15	6	28

BICYCLE COUNTS					
15 MIN COUNTS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-715	0	0	0	1	1
715-730	0	1	1	0	2
730-745	0	0	3	3	6
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	1	0	1
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	1	1	0	0	2
915-930	0	0	0	0	0
930-945	0	1	0	0	1
945-1000	0	1	0	0	1
HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-800	0	1	4	4	9
715-815	0	1	4	3	8
730-830	0	0	4	3	7
745-845	0	0	1	0	1
800-900	0	0	1	0	1
815-915	1	1	1	0	3
830-930	1	1	0	0	2
845-945	1	2	0	0	3
900-1000	1	3	0	0	4

APPROACH SUMMARIES											
	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
700-800	900	513		215	427		731	1022		358	242
715-815	976	589		249	475		832	1117		418	294
730-830	999	651		310	536		945	1177		450	340
745-845	1074	680		323	568		992	1233		439	347
800-900	1001	637		359	552		924	1158		434	371
815-915	996	613		355	559		881	1103		417	374
830-930	1006	571		342	563		829	1099		403	347
845-945	997	559		345	609		846	1073		390	337
900-1000	1056	548		362	637		829	1149		393	306

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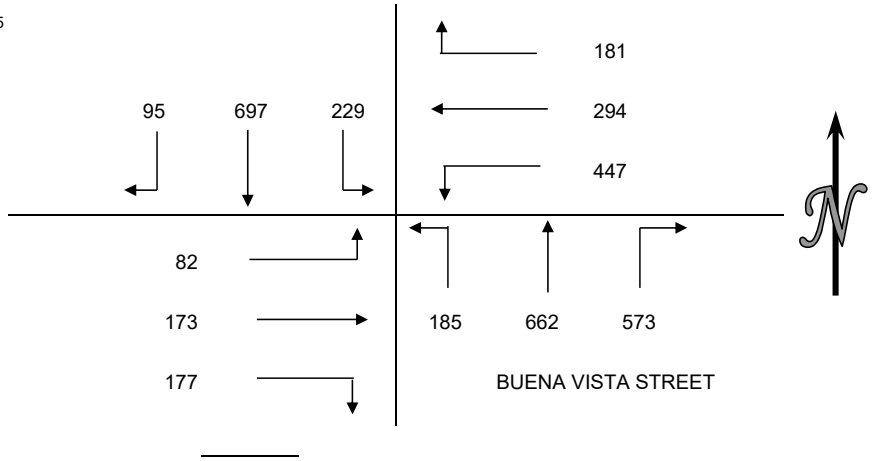
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: BURBANK AIRPORT - 2018
DATE: THURSDAY MAY 10, 2018
PERIOD: 4:30 PM TO 7:30 PM
INTERSECTION: N/S BUENA VISTA STREET
E/W EMPIRE AVENUE
CITY: BURBANK

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
430-445	17	187	38	32	65	80	105	173	33	48	33	34	845
445-500	14	131	40	49	61	108	122	188	27	43	44	37	864
500-515	14	157	40	52	56	94	97	199	55	56	40	34	894
515-530	32	178	52	31	65	104	118	150	49	45	47	27	898
530-545	23	147	38	51	76	113	127	192	44	45	63	19	938
545-600	27	166	63	44	73	111	133	209	46	37	49	14	972
600-615	20	160	58	58	78	90	135	155	37	62	44	25	922
615-630	26	206	59	40	78	115	150	138	49	32	35	21	949
630-645	22	165	49	39	65	131	155	160	53	46	45	22	952
645-700	18	143	51	42	74	102	147	164	37	43	35	20	876
700-715	10	134	69	58	63	119	127	141	33	41	39	23	857
715-730	18	133	54	44	58	101	130	155	33	32	39	27	824
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
430-530	77	653	170	164	247	386	442	710	164	192	164	132	3501
445-545	83	613	170	183	258	419	464	729	175	189	194	117	3594
500-600	96	648	193	178	270	422	475	750	194	183	199	94	3702
515-615	102	651	211	184	292	418	513	706	176	189	203	85	3730
530-630	96	679	218	193	305	429	545	694	176	176	191	79	3781
545-645	95	697	229	181	294	447	573	662	185	177	173	82	3795
600-700	86	674	217	179	295	438	587	617	176	183	159	88	3699
615-715	76	648	228	179	280	467	579	603	172	162	154	86	3634
630-730	68	575	223	183	260	453	559	620	156	162	158	92	3509

PM PEAK HOUR 545-645



PEDESTRIAN COUNTS					
15 MIN COUNTS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
430-445	7	2	5	2	16
445-500	2	0	0	1	3
500-515	1	3	3	2	9
515-530	6	1	4	0	11
530-545	3	2	1	0	6
545-600	4	2	5	4	15
600-615	2	2	5	6	15
615-630	3	2	3	1	9
630-645	3	0	1	2	6
645-700	6	2	1	2	11
700-715	0	0	2	4	6
715-730	3	0	1	1	5
HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
430-530	16	6	12	5	39
445-545	12	6	8	3	29
500-600	14	8	13	6	41
515-615	15	7	15	10	47
530-630	12	8	14	11	45
545-645	12	6	14	13	45
600-700	14	6	10	11	41
615-715	12	4	7	9	32
630-730	12	2	5	9	28

BICYCLE COUNTS					
15 MIN COUNTS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
430-445	1	0	0	0	1
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	1	0	1
530-545	0	0	1	0	1
545-600	1	0	0	0	1
600-615	1	0	0	1	2
615-630	0	0	0	0	0
630-645	1	1	0	0	2
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
430-530	1	0	1	0	2
445-545	0	0	2	0	2
500-600	1	0	2	0	3
515-615	2	0	2	1	5
530-630	2	0	1	1	4
545-645	3	1	0	1	5
600-700	2	1	0	1	4
615-715	1	1	0	0	2
630-730	1	1	0	0	2

APPROACH SUMMARIES											
	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
430-530	900	1006		797	776		1316	1231		488	488
445-545	866	1029		860	828		1368	1221		500	516
500-600	937	1022		870	867		1419	1253		476	560
515-615	964	975		894	927		1395	1258		477	570
530-630	993	966		927	954		1415	1284		446	577
545-645	1021	925		922	975		1420	1321		432	574
600-700	977	884		912	963		1380	1295		430	557
615-715	952	868		926	961		1354	1277		402	528
630-730	866	895		896	940		1335	1190		412	484

WILTEC

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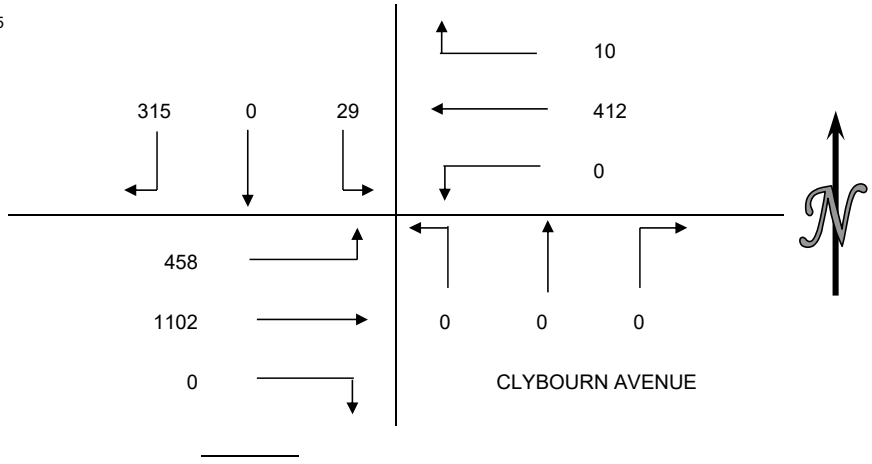
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: BURBANK AIRPORT - 2018
DATE: WEDNESDAY MAY 9, 2018
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S CLYBOURN AVENUE
E/W VANOWEN STREET
CITY: BURBANK

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	81	0	3	2	73	0	0	0	0	0	175	67	401
715-730	83	0	2	1	82	0	0	0	0	0	204	69	441
730-745	83	0	0	2	78	0	0	0	0	0	287	74	524
745-800	84	0	9	1	112	0	0	0	0	0	269	121	596
800-815	75	0	4	3	94	0	0	0	0	0	254	106	536
815-830	78	0	8	2	113	0	0	0	0	0	288	114	603
830-845	78	0	8	4	93	0	0	0	0	0	291	117	591
845-900	95	0	8	6	82	0	0	0	0	0	257	131	579
900-915	93	0	9	7	76	0	0	0	0	0	234	122	541
915-930	75	0	8	2	67	0	0	0	0	0	206	115	473
930-945	85	0	11	4	67	0	0	0	0	0	174	82	423
945-1000	83	0	10	4	77	0	0	0	0	0	177	102	453
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	331	0	14	6	345	0	0	0	0	0	935	331	1962
715-815	325	0	15	7	366	0	0	0	0	0	1014	370	2097
730-830	320	0	21	8	397	0	0	0	0	0	1098	415	2259
745-845	315	0	29	10	412	0	0	0	0	0	1102	458	2326
800-900	326	0	28	15	382	0	0	0	0	0	1090	468	2309
815-915	344	0	33	19	364	0	0	0	0	0	1070	484	2314
830-930	341	0	33	19	318	0	0	0	0	0	988	485	2184
845-945	348	0	36	19	292	0	0	0	0	0	871	450	2016
900-1000	336	0	38	17	287	0	0	0	0	0	791	421	1890

AM PEAK HOUR: 745-845



PEDESTRIAN COUNTS					
15 MIN COUNTS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-715	0	0	0	0	0
715-730	0	1	0	0	1
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	1	0	0	1
845-900	0	1	0	0	1
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	0	1	0	0	1
945-1000	0	0	0	0	0
HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-800	0	1	0	0	1
715-815	0	1	0	0	1
730-830	0	0	0	0	0
745-845	0	1	0	0	1
800-900	0	2	0	0	2
815-915	0	2	0	0	2
830-930	0	2	0	0	2
845-945	0	2	0	0	2
900-1000	0	1	0	0	1

BICYCLE COUNTS					
15 MIN COUNTS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	1	0	0	0	1
830-845	1	0	0	0	1
845-900	1	0	0	0	1
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	0	0	0	0	0
945-1000	0	0	0	0	0
HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	1	0	0	0	1
745-845	2	0	0	0	2
800-900	3	0	0	0	3
815-915	3	0	0	0	3
830-930	2	0	0	0	2
845-945	1	0	0	0	1
900-1000	0	0	0	0	0

APPROACH SUMMARIES											
	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
700-800	345	337		351	949		0	0		1266	676
715-815	340	377		373	1029		0	0		1384	691
730-830	341	423		405	1119		0	0		1513	717
745-845	344	468		422	1131		0	0		1560	727
800-900	354	483		397	1118		0	0		1558	708
815-915	377	503		383	1103		0	0		1554	708
830-930	374	504		337	1021		0	0		1473	659
845-945	384	469		311	907		0	0		1321	640
900-1000	374	438		304	829		0	0		1212	623

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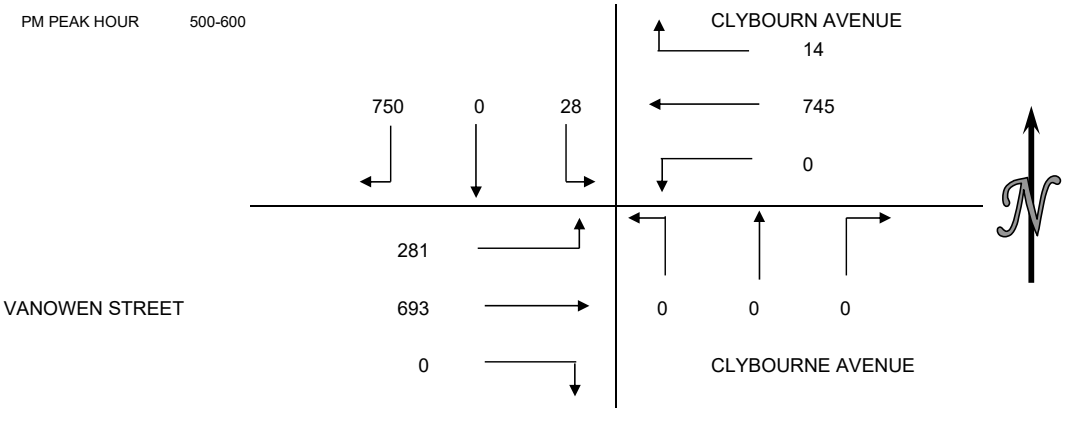
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: BURBANK AIRPORT - 2018
DATE: WEDNESDAY MAY 9, 2018
PERIOD: 3:00 PM TO 7:30 PM
INTERSECTION: N/S CLYBOURN AVENUE
E/W VANOWEN STREET
CITY: BURBANK

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	138	0	3	7	134	0	0	0	0	0	133	72	487
315-330	115	0	7	7	155	0	0	0	0	0	132	63	479
330-345	148	0	10	6	150	0	0	0	0	0	157	66	537
345-400	119	0	7	4	124	0	0	0	0	0	144	68	466
400-415	173	0	8	11	138	0	0	0	0	0	162	71	563
415-430	130	0	4	6	128	0	0	0	0	0	150	61	479
430-445	153	0	5	4	186	0	0	0	0	0	151	73	572
445-500	167	0	7	7	152	0	0	0	0	0	155	73	561
500-515	207	0	8	6	210	0	0	0	0	0	192	92	715
515-530	172	0	4	3	166	0	0	0	0	0	146	63	554
530-545	194	0	8	4	189	0	0	0	0	0	183	51	629
545-600	177	0	8	1	180	0	0	0	0	0	172	75	613
600-615	165	0	3	4	202	0	0	0	0	0	172	75	621
615-630	177	0	7	5	170	0	0	0	0	0	151	84	594
630-645	138	0	3	3	163	0	0	0	0	0	136	69	512
645-700	137	0	4	1	116	0	0	0	0	0	122	67	447
700-715	131	0	7	1	129	0	0	0	0	0	132	76	476
715-730	122	0	7	1	82	0	0	0	0	0	118	59	389
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	520	0	27	24	563	0	0	0	0	0	566	269	1969
315-415	555	0	32	28	567	0	0	0	0	0	595	268	2045
330-430	570	0	29	27	540	0	0	0	0	0	613	266	2045
345-445	575	0	24	25	576	0	0	0	0	0	607	273	2080
400-500	623	0	24	28	604	0	0	0	0	0	618	278	2175
415-515	657	0	24	23	676	0	0	0	0	0	648	299	2327
430-530	699	0	24	20	714	0	0	0	0	0	644	301	2402
445-545	740	0	27	20	717	0	0	0	0	0	676	279	2459
500-600	750	0	28	14	745	0	0	0	0	0	693	281	2511
515-615	708	0	23	12	737	0	0	0	0	0	673	264	2417
530-630	713	0	26	14	741	0	0	0	0	0	678	285	2457
545-645	657	0	21	13	715	0	0	0	0	0	631	303	2340
600-700	617	0	17	13	651	0	0	0	0	0	581	295	2174
615-715	583	0	21	10	578	0	0	0	0	0	541	296	2029
630-730	528	0	21	6	490	0	0	0	0	0	508	271	1824

PM PEAK HOUR 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
300-315	0	0	0	0	0
315-330	0	0	0	0	0
330-345	0	0	0	0	0
345-400	1	0	0	0	1
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	1	0	0	0	1
500-515	0	0	0	0	0
515-530	1	1	0	0	2
530-545	0	0	0	0	0
545-600	1	1	0	0	2
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	1	1	0	0	2
645-700	3	3	0	0	6
700-715	0	0	0	0	0
715-730	0	0	0	0	0
HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
300-400	1	0	0	0	1
315-415	1	0	0	0	1
330-430	1	0	0	0	1
345-445	1	0	0	0	1
400-500	1	0	0	0	1
415-515	1	0	0	0	1
430-530	2	1	0	0	3
445-545	2	1	0	0	3
500-600	2	2	0	0	4
515-615	2	2	0	0	4
530-630	1	1	0	0	2
545-645	2	2	0	0	4
600-700	4	4	0	0	8
615-715	4	4	0	0	8
630-730	4	4	0	0	8

BICYCLE COUNTS

15 MIN COUNTS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
300-315	0	0	0	0	0
315-330	1	0	0	0	1
330-345	1	1	0	0	2
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
600-615	1	0	0	0	1
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
300-400	2	1	0	0	3
315-415	2	1	0	0	3
330-430	1	1	0	0	2
345-445	0	0	0	0	0
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0
515-615	1	0	0	0	1
530-630	1	0	0	0	1
545-645	1	0	0	0	1
600-700	1	0	0	0	1
615-715	0	0	0	0	0
630-730	0	0	0	0	0

APPROACH SUMMARIES

	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
300-400	547	293		587	593		0	0		835	1083
315-415	587	296		595	627		0	0		863	1122
330-430	599	293		567	642		0	0		879	1110
345-445	599	298		601	631		0	0		880	1151
400-500	647	306		632	642		0	0		896	1227
415-515	681	322		699	672		0	0		947	1333
430-530	723	321		734	668		0	0		945	1413
445-545	767	299		737	703		0	0		955	1457
500-600	778	295		759	721		0	0		974	1495
515-615	731	276		749	696		0	0		937	1445
530-630	739	299		755	704		0	0		963	1454
545-645	678	316		728	652		0	0		934	1372
600-700	634	308		664	598		0	0		876	1268
615-715	604	306		588	562		0	0		837	1161
630-730	549	277		496	529		0	0		779	1018

WILTEC

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INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: BURBANK AIRPORT - 2018
DATE: TUESDAY MAY 9, 2018
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S HOLLYWOOD WAY
E/W BURBANK BOULEVARD
CITY: BURBANK

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7a	7b	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	20	232	26	19	80	22	1	11	90	12	3	73	30	619
715-730	13	276	31	12	97	21	1	9	121	8	9	82	21	701
730-745	15	324	53	14	116	37	4	12	130	13	9	146	40	913
745-800	16	292	66	29	107	48	2	21	164	15	8	161	50	979
800-815	22	331	42	19	119	41	3	20	137	8	12	123	54	931
815-830	22	286	29	16	104	49	0	19	149	5	5	129	47	860
830-845	23	305	26	3	97	37	0	13	157	8	11	139	28	847
845-900	13	292	41	28	100	36	1	23	148	7	13	142	40	884
900-915	24	308	26	14	88	32	2	19	150	15	17	121	36	852
915-930	15	237	33	20	97	36	1	10	121	8	15	155	27	775
930-945	20	266	37	23	76	27	4	21	166	12	10	159	39	860
945-1000	22	260	25	18	95	27	0	22	137	13	6	132	31	788
HOUR TOTALS	1	2	3	4	5	6	7a	7b	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	64	1124	176	74	400	128	8	53	505	48	29	462	141	3212
715-815	66	1223	192	74	439	147	10	62	552	44	38	512	165	3524
730-830	75	1233	190	78	446	175	9	72	580	41	34	559	191	3683
745-845	83	1214	163	67	427	175	5	73	607	36	36	552	179	3617
800-900	80	1214	138	66	420	163	4	75	591	28	41	533	169	3522
815-915	82	1191	122	61	389	154	3	74	604	35	46	531	151	3443
830-930	75	1142	126	65	382	141	4	65	576	38	56	557	131	3358
845-945	72	1103	137	85	361	131	8	73	585	42	55	577	142	3371
900-1000	81	1071	121	75	356	122	7	72	574	48	48	567	133	3275

PEAK HOUR 730-830

PEDESTRIAN COUNTS					
15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	0	1	0	2
715-730	1	0	2	0	3
730-745	2	3	1	1	7
745-800	4	1	0	0	5
800-815	5	3	2	1	11
815-830	7	5	1	1	14
830-845	3	2	1	1	7
845-900	3	1	1	1	6
900-915	4	2	2	0	8
915-930	0	1	1	0	2
930-945	0	10	0	0	10
945-1000	6	1	2	0	9
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	8	4	4	1	17
715-815	12	7	5	2	26
730-830	18	12	4	3	37
745-845	19	11	4	3	37
800-900	18	11	5	4	38
815-915	17	10	5	3	35
830-930	10	6	5	2	23
845-945	7	14	4	1	26
900-1000	10	14	5	0	29

BICYCLE COUNTS					
15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	0	1	2	4
715-730	0	0	1	1	2
730-745	1	1	1	1	4
745-800	2	0	0	0	2
800-815	0	2	1	0	3
815-830	0	0	0	1	1
830-845	0	0	0	0	0
845-900	1	0	1	0	2
900-915	0	0	0	0	0
915-930	1	0	0	0	1
930-945	3	1	0	0	4
945-1000	1	0	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	4	1	3	4	12
715-815	3	3	3	2	11
730-830	3	3	2	2	10
745-845	2	2	1	1	6
800-900	1	2	2	1	6
815-915	1	0	1	1	3
830-930	2	0	1	0	3
845-945	5	1	1	0	7
900-1000	5	1	0	0	6

APPROACH SUMMARIES											
	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
700-800	1364	720		602	699		606	1281		632	512
715-815	1481	791		660	776		658	1408		715	549
730-830	1498	849		699	830		693	1442		784	562
745-845	1460	853		669	793		716	1425		767	546
800-900	1432	826		649	750		694	1418		743	528
815-915	1395	816		604	730		713	1391		728	506
830-930	1343	772		588	752		679	1339		744	495
845-945	1312	812		577	795		700	1289		774	475
900-1000	1273	782		553	767		694	1241		748	485

WILTEC

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INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION
PROJECT:		BURBANK AIRPORT - 2018
DATE:		WEDNESDAY MAY 9, 2018
PERIOD:		4:30 PM TO 7:30 PM
INTERSECTION:	N/S	HOLLYWOOD WAY
	E/W	BURBANK BOULEVARD
CITY:		BURBANK

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7a	7b	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
430-445	20	177	23	24	156	28	1	30	222	9	8	145	40	883
445-500	26	167	25	19	169	27	3	18	193	22	5	148	42	864
500-515	35	200	24	20	166	35	8	20	244	13	13	165	43	986
515-530	34	207	45	25	196	35	1	25	233	14	6	177	55	1053
530-545	33	210	44	30	152	35	2	25	244	23	6	174	42	1020
545-600	37	209	40	27	156	24	3	25	248	28	8	153	50	1008
600-615	29	190	34	27	185	25	3	26	215	19	8	201	55	1017
615-630	37	186	28	16	173	29	3	35	246	22	5	178	39	997
630-645	30	177	25	22	176	40	4	20	217	21	10	167	51	960
645-700	20	166	17	21	146	27	1	38	227	18	5	132	34	852
700-715	21	161	23	18	148	27	4	25	191	13	15	162	36	844
715-730	19	152	20	13	112	31	4	20	186	19	6	114	35	731
HOUR TOTALS	1	2	3	4	5	6	7a	7b	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
430-530	115	751	117	88	687	125	13	93	892	58	32	635	180	3786
445-545	128	784	138	94	683	132	14	88	914	72	30	664	182	3923
500-600	139	826	153	102	670	129	14	95	969	78	33	669	190	4067
515-615	133	816	163	109	689	119	9	101	940	84	28	705	202	4098
530-630	136	795	146	100	666	113	11	111	953	92	27	706	186	4042
545-645	133	762	127	92	690	118	13	106	926	90	31	699	195	3982
600-700	116	719	104	86	680	121	11	119	905	80	28	678	179	3826
615-715	108	690	93	77	643	123	12	118	881	74	35	639	160	3653
630-730	90	656	85	74	582	125	13	103	821	71	36	575	156	3387

PM PEAK HOUR 515-615

PEDESTRIAN COUNTS					
15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
430-445	3	1	1	2	7
445-500	0	3	2	2	7
500-515	3	6	1	3	13
515-530	2	6	2	3	13
530-545	7	2	1	7	17
545-600	4	1	3	3	11
600-615	4	2	2	3	11
615-630	4	9	1	1	15
630-645	7	1	1	1	10
645-700	2	4	1	0	7
700-715	6	2	0	1	9
715-730	1	5	0	0	6
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
430-530	8	16	6	10	40
445-545	12	17	6	15	50
500-600	16	15	7	16	54
515-615	17	11	8	16	52
530-630	19	14	7	14	54
545-645	19	13	7	8	47
600-700	17	16	5	5	43
615-715	19	16	3	3	41
630-730	16	12	2	2	32

BICYCLE COUNTS					
15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
430-445	0	1	1	0	2
445-500	0	1	0	0	1
500-515	1	0	0	0	1
515-530	0	1	1	1	3
530-545	1	0	0	0	1
545-600	0	1	0	1	2
600-615	2	4	1	0	7
615-630	0	2	1	1	4
630-645	2	2	0	1	5
645-700	0	0	0	0	0
700-715	3	1	0	0	4
715-730	3	0	1	0	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
430-530	1	3	2	1	7
445-545	2	2	1	1	6
500-600	2	2	1	2	7
515-615	3	6	2	2	13
530-630	3	7	2	2	14
545-645	4	9	2	3	18
600-700	4	8	2	2	16
615-715	5	5	1	2	13
630-730	8	3	1	1	13

APPROACH SUMMARIES												
	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH		
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT	
430-530	983	1160		900	858		1043	908		847	860	
445-545	1050	1190		909	904		1074	946		876	883	
500-600	1118	1261		901	931		1142	988		892	887	
515-615	1112	1251		917	978		1125	963		935	906	
530-630	1077	1239		879	974		1156	935		919	894	
545-645	1022	1213		900	945		1122	911		925	913	
600-700	939	1170		887	912		1104	868		885	876	
615-715	891	1118		843	862		1073	848		834	825	
630-730	831	1051		781	776		995	817		767	743	

Turning Movement Count Report AM

Location ID: [freeway ramp]
North/South: I-5 Northbound Off-Ramp
East/West: Empire Avenue

Date: 04/13/21
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			Totals:
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	0	0	0	46	90	0	12	1	88	0	84	2	323
7:15	0	0	0	49	121	0	18	3	95	0	76	3	365
7:30	0	0	0	67	158	0	19	0	122	0	86	8	460
7:45	0	0	0	58	165	0	30	0	167	0	130	8	558
8:00	0	0	0	73	153	0	13	1	130	0	98	4	472
8:15	0	0	0	59	149	0	25	0	129	0	117	8	487
8:30	0	0	0	64	157	0	31	0	145	0	142	3	542
8:45	0	0	0	57	159	0	35	3	131	0	157	3	545
9:00	0	0	0	57	153	0	31	1	117	0	134	11	504
9:15	0	0	0	52	116	0	30	0	105	0	122	5	430
9:30	0	0	0	48	154	0	31	1	120	0	110	9	473
9:45	0	0	0	59	146	0	35	2	109	0	138	11	500

Total Volume:	0	0	0	689	1721	0	310	12	1458	0	1394	75	5659
Approach %	0%	0%	0%	29%	71%	0%	17%	1%	82%	0%	95%	5%	

Peak Hr Begin:	8:15												
PHV	0	0	0	237	618	0	122	4	522	0	550	25	2078
PHF	0.000			0.967			0.920			0.898			0.953

Turning Movement Count Report PM

Location ID: [freeway ramp]
North/South: I-5 Northbound Off-Ramp
East/West: Empire Avenue

Date: 04/13/21
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
4:30	0	0	0	124	187	0	22	3	70	0	197	21	624
4:45	0	0	0	131	206	0	29	0	72	0	219	22	679
5:00	0	0	0	134	169	0	33	1	100	0	192	32	661
5:15	0	0	0	103	187	0	53	2	110	0	205	23	683
5:30	0	0	0	111	165	0	59	1	118	0	184	18	656
5:45	0	0	0	104	184	0	48	0	128	0	233	13	710
6:00	0	0	0	84	194	0	52	1	119	0	185	16	651
6:15	0	0	0	106	197	0	47	0	105	0	188	16	659
6:30	0	0	0	68	148	0	62	1	140	0	169	16	604
6:45	0	0	0	77	179	0	69	0	111	0	171	18	625
7:00	0	0	0	93	166	0	47	0	109	0	176	19	610
7:15	0	0	0	83	149	0	48	1	102	0	169	12	564
Total Volume:	0	0	0	1218	2131	0	569	10	1284	0	2288	226	7726
Approach %	0%	0%	0%	36%	64%	0%	31%	1%	69%	0%	91%	9%	
Peak Hr Begin:	5:00												
PHV	0	0	0	452	705	0	193	4	456	0	814	86	2710
PHF	0.000			0.955			0.917			0.915			0.954

Pedestrian/Bicycle Count Report

Leg:	*North*		*East*		*South*		*West*	
Class:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	0	0	0	0	0	0	0	0
7:15	0	0	0	0	2	0	0	0
7:30	0	0	0	0	1	0	0	0
7:45	0	0	2	0	1	0	0	0
8:00	0	0	0	1	1	1	0	0
8:15	0	0	0	0	1	0	0	0
8:30	0	0	0	0	0	0	0	0
8:45	0	0	0	0	1	0	0	0
9:00	0	0	1	0	2	0	0	0
9:15	0	0	0	0	1	0	0	0
9:30	0	0	0	0	2	0	0	0
9:45	0	0	0	0	1	0	0	0

Leg:	*North*		*East*		*South*		*West*	
Class:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
4:30	0	0	0	0	2	1	0	0
4:45	0	0	1	0	2	0	0	0
5:00	0	0	0	0	3	0	0	0
5:15	0	0	0	0	2	0	0	0
5:30	0	0	1	0	1	1	0	0
5:45	0	0	0	0	1	0	0	0
6:00	0	0	0	0	2	0	0	0
6:15	0	0	0	0	1	0	0	0
6:30	0	0	1	0	3	0	0	0
6:45	0	0	0	0	3	0	0	0
7:00	0	0	0	1	1	0	0	0
7:15	0	0	0	0	2	0	0	0

Intersection Traffic Counts
from April 2021

Turning Movement Count Report AM

Location ID: 1
North/South: Screenland Drive
East/West: Valhalla Drive

Date: 04/13/21
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	0	0	0	0	4	3	1	0	0	1	1	0	10
7:15	0	0	0	0	1	7	2	0	0	0	0	0	10
7:30	0	0	0	0	0	6	0	0	0	0	1	0	7
7:45	0	0	0	0	6	6	1	0	1	0	2	0	16
8:00	0	0	0	0	3	6	2	0	1	1	1	0	14
8:15	0	0	0	0	2	5	1	0	4	1	1	0	14
8:30	0	0	0	0	4	2	1	0	1	1	0	0	9
8:45	0	0	0	0	4	6	0	0	0	0	2	0	12
9:00	0	0	0	0	2	6	2	0	3	0	2	0	15
9:15	0	0	0	0	3	6	3	0	1	0	4	0	17
9:30	0	0	0	0	1	2	3	0	2	0	2	0	10
9:45	0	0	0	0	3	7	0	0	1	1	1	0	13
Total Volume:	0	0	0	0	33	62	16	0	14	5	17	0	147
Approach %	0%	0%	0%	0%	35%	65%	53%	0%	47%	23%	77%	0%	
Peak Hr Begin:	9:00												
PHV	0	0	0	0	9	21	8	0	7	1	9	0	55
PHF	0.000			0.750			0.750			0.625			0.809

Prepared by City Count, LLC. (www.citycount.com)

Turning Movement Count Report PM

Location ID: 1
North/South: Screenland Drive
East/West: Valhalla Drive

Date: 04/13/21
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
4:30	0	0	0	0	3	5	3	0	1	2	5	0	19
4:45	0	0	0	0	1	7	5	0	0	0	4	0	17
5:00	0	0	0	0	1	3	5	0	0	2	10	0	21
5:15	0	0	0	0	2	7	1	0	0	2	2	0	14
5:30	0	0	0	0	1	7	8	0	1	0	6	0	23
5:45	0	0	0	0	0	5	4	0	1	1	0	0	11
6:00	0	0	0	0	0	5	3	0	0	0	0	0	8
6:15	0	0	0	0	1	6	1	0	0	0	1	0	9
6:30	0	0	0	0	1	5	0	0	0	0	0	0	6
6:45	0	0	0	0	0	0	3	0	0	0	0	0	3
7:00	0	0	0	0	0	2	3	0	0	0	2	0	7
7:15	0	0	0	0	0	2	0	0	0	0	0	0	2

Total Volume:	0	0	0	0	10	54	36	0	3	7	30	0	140
Approach %	0%	0%	0%	0%	16%	84%	92%	0%	8%	19%	81%	0%	

Peak Hr Begin:	4:45												
PHV	0	0	0	0	5	24	19	0	1	4	22	0	75
PHF	0.000			0.806			0.556			0.542			0.815

Pedestrian/Bicycle Count Report

Leg:	*North*		*East*		*South*		*West*	
Class:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	0	0	0	0	0	0	1	0
7:15	0	0	0	0	0	0	2	0
7:30	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	2	0
8:15	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0
9:00	0	0	1	0	2	0	2	0
9:15	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	1	0
9:45	0	0	0	0	0	0	2	0

Leg:	*North*		*East*		*South*		*West*	
Class:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
4:30	0	0	0	0	0	0	1	0
4:45	0	0	1	0	2	0	0	0
5:00	0	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	1	0
7:00	0	0	0	0	1	0	1	0
7:15	0	0	0	0	0	0	1	0

Turning Movement Count Report AM

Location ID: 2
North/South: Hollywood Way Southbound Ramp
East/West: Vanowen Street

Date: 04/13/21
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	0	0	0	0	43	4	0	0	0	12	84	0	143
7:15	0	0	0	0	55	6	0	0	0	15	102	0	178
7:30	0	0	0	0	49	5	0	0	0	21	141	0	216
7:45	0	0	0	0	72	7	0	0	0	19	154	0	252
8:00	0	0	0	0	84	5	0	0	0	20	138	0	247
8:15	0	0	0	0	59	2	0	0	0	21	158	0	240
8:30	0	0	0	0	68	7	0	0	0	27	146	0	248
8:45	0	0	0	0	77	4	0	0	0	18	148	0	247
9:00	0	0	0	0	48	7	0	0	0	23	126	0	204
9:15	0	0	0	0	79	10	0	0	0	22	123	0	234
9:30	0	0	0	0	62	8	0	0	0	17	107	0	194
9:45	0	0	0	0	67	7	0	0	0	19	129	0	222

Total Volume:	0	0	0	0	763	72	0	0	0	234	1556	0	2625
Approach %	0%	0%	0%	0%	91%	9%	0%	0%	0%	13%	87%	0%	

Peak Hr Begin:	7:45												
PHV	0	0	0	0	283	21	0	0	0	87	596	0	987
PHF	0.000			0.854			0.000			0.954			0.979

Turning Movement Count Report PM

Location ID: 2
North/South: Hollywood Way Southbound Ramp
East/West: Vanowen Street

Date: 04/13/21
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
4:30	0	0	0	0	113	5	0	0	0	25	171	0	314
4:45	0	0	0	0	112	8	0	0	0	21	168	0	309
5:00	0	0	0	0	134	7	0	0	0	19	183	0	343
5:15	0	0	0	0	149	9	0	0	0	16	151	0	325
5:30	0	0	0	0	132	18	0	0	0	26	159	0	335
5:45	0	0	0	0	109	11	0	0	0	19	134	0	273
6:00	0	0	0	0	115	9	0	0	0	28	152	0	304
6:15	0	0	0	0	111	10	0	0	0	18	141	0	280
6:30	0	0	0	0	95	6	0	0	0	9	120	0	230
6:45	0	0	0	0	84	3	0	0	0	21	121	0	229
7:00	0	0	0	0	80	6	0	0	0	12	98	0	196
7:15	0	0	0	0	81	10	0	0	0	8	102	0	201
Total Volume:	0	0	0	0	1315	102	0	0	0	222	1700	0	3339
Approach %	0%	0%	0%	0%	93%	7%	0%	0%	0%	12%	88%	0%	
Peak Hr Begin:	4:45												
PHV	0	0	0	0	527	42	0	0	0	82	661	0	1312
PHF	0.000			0.900			0.000			0.920			0.956

Pedestrian/Bicycle Count Report

Leg:	*North*		*East*		*South*		*West*	
Class:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	0	0	0	0	0	0	0	0
7:15	0	0	0	0	1	0	0	0
7:30	0	0	0	0	0	0	0	0
7:45	0	0	0	0	2	0	0	0
8:00	0	0	0	0	1	0	0	0
8:15	0	0	0	0	1	0	0	0
8:30	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	0
9:30	0	0	0	0	1	0	0	0
9:45	0	0	0	0	0	0	0	0

Leg:	*North*		*East*		*South*		*West*	
Class:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
4:30	0	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	0
5:00	0	0	0	0	1	0	0	0
5:15	0	0	0	0	0	0	0	0
5:30	0	0	0	0	1	0	0	0
5:45	0	0	0	0	1	0	0	0
6:00	0	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	0
6:30	0	0	0	0	1	0	0	0
6:45	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0

Turning Movement Count Report AM

Location ID: 3
North/South: Hollywood Way Northbound Ramp
East/West: Vanowen Street

Date: 04/13/21
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	0	0	0	0	44	0	4	0	8	0	86	0	142
7:15	0	0	0	0	53	0	1	0	2	0	101	0	157
7:30	0	0	0	0	44	0	4	0	11	0	147	0	206
7:45	0	0	0	0	68	0	11	0	13	0	146	0	238
8:00	0	0	0	0	70	0	9	0	18	0	139	0	236
8:15	0	0	0	0	52	0	10	0	14	0	153	0	229
8:30	0	0	0	0	62	0	5	0	10	0	151	0	228
8:45	0	0	0	0	70	0	11	0	11	0	138	0	230
9:00	0	0	0	0	37	0	10	0	17	0	127	0	191
9:15	0	0	0	0	75	0	6	0	15	0	128	0	224
9:30	0	0	0	0	58	0	2	0	12	0	110	0	182
9:45	0	0	0	0	57	0	16	0	15	0	130	0	218
Total Volume:	0	0	0	0	690	0	89	0	146	0	1556	0	2481
Approach %	0%	0%	0%	0%	100%	0%	38%	0%	62%	0%	100%	0%	
Peak Hr Begin:	7:45												
PHV	0	0	0	0	252	0	35	0	55	0	589	0	931
PHF	0.000			0.900			0.833			0.962			0.978

Turning Movement Count Report PM

Location ID: 3
North/South: Hollywood Way Northbound Ramp
East/West: Vanowen Street
Date: 04/13/21
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
4:30	0	0	0	0	96	0	11	0	24	0	163	0	294
4:45	0	0	0	0	98	0	23	0	18	0	174	0	313
5:00	0	0	0	0	112	0	18	0	31	0	181	0	342
5:15	0	0	0	0	137	0	20	0	25	0	148	0	330
5:30	0	0	0	0	130	0	14	0	17	0	165	0	326
5:45	0	0	0	0	102	0	16	0	15	0	133	0	266
6:00	0	0	0	0	108	0	13	0	19	0	151	0	291
6:15	0	0	0	0	106	0	18	0	14	0	137	0	275
6:30	0	0	0	0	73	0	18	0	21	0	128	0	240
6:45	0	0	0	0	82	0	9	0	11	0	120	0	222
7:00	0	0	0	0	73	0	9	0	12	0	95	0	189
7:15	0	0	0	0	80	0	12	0	15	0	98	0	205
Total Volume:	0	0	0	0	1197	0	181	0	222	0	1693	0	3293
Approach %	0%	0%	0%	0%	100%	0%	45%	0%	55%	0%	100%	0%	
Peak Hr Begin:	4:45												
PHV	0	0	0	0	477	0	75	0	91	0	668	0	1311
PHF	0.000			0.870			0.847			0.923			0.958

Pedestrian/Bicycle Count Report

Leg:	*North*		*East*		*South*		*West*	
Class:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	0	0	0	0	0	0	0	0
7:15	0	0	0	0	1	0	0	0
7:30	0	0	0	0	0	0	0	0
7:45	0	0	0	0	2	0	0	0
8:00	0	0	0	0	1	0	0	0
8:15	0	0	0	0	1	0	0	0
8:30	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	0
9:30	0	0	0	0	1	0	0	0
9:45	0	0	0	0	0	0	0	0

Leg:	*North*		*East*		*South*		*West*	
Class:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
4:30	0	0	0	0	0	0	0	0
4:45	0	0	0	0	1	0	0	0
5:00	0	0	1	0	0	0	0	0
5:15	0	0	0	0	0	0	0	0
5:30	0	0	0	0	1	0	0	0
5:45	0	0	0	0	1	0	0	0
6:00	0	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0

Turning Movement Count Report AM

Location ID: 4
North/South: Hollywood Way SB Ramp from
East/West: Vanowen Street

Date: 04/13/21
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*SB Ramp From Vanowen*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	0	178	0	0	0	0	12	81	0	16	0	0	287
7:15	0	147	0	0	0	0	3	116	0	21	0	0	287
7:30	0	167	0	0	0	0	15	151	0	23	0	0	356
7:45	0	223	0	0	0	0	24	154	0	28	0	0	429
8:00	0	201	0	0	0	0	27	156	0	26	0	0	410
8:15	0	201	0	0	0	0	24	130	0	23	0	0	378
8:30	0	171	0	0	0	0	15	130	0	31	0	0	347
8:45	0	132	0	0	0	0	22	131	0	26	0	0	311
9:00	0	139	0	0	0	0	27	138	0	32	0	0	336
9:15	0	155	0	0	0	0	21	139	0	31	0	0	346
9:30	0	132	0	0	0	0	14	145	0	24	0	0	315
9:45	0	124	0	0	0	0	31	125	0	23	0	0	303
Total Volume:	0	1970	0	0	0	0	235	1596	0	304	0	0	4105
Approach %	0%	100%	0%	0%	0%	0%	13%	87%	0%	100%	0%	0%	
Peak Hr Begin:	7:30												
PHV	0	792	0	0	0	0	90	591	0	100	0	0	1573
PHF	0.888			0.000			0.930			0.893			0.917

Turning Movement Count Report PM

Location ID: 4
North/South: Hollywood Way SB Ramp from
East/West: Vanowen Street

Date: 04/13/21
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*SB Ramp From Vanowen*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
4:30	0	172	0	0	0	0	35	189	0	29	0	0	425
4:45	0	179	0	0	0	0	41	223	0	30	0	0	473
5:00	0	228	0	0	0	0	49	255	0	26	0	0	558
5:15	0	193	0	0	0	0	45	245	0	24	0	0	507
5:30	0	179	0	0	0	0	31	230	0	40	0	0	480
5:45	0	194	0	0	0	0	31	207	0	35	0	0	467
6:00	0	180	0	0	0	0	32	172	0	37	0	0	421
6:15	0	139	0	0	0	0	32	187	0	25	0	0	383
6:30	0	149	0	0	0	0	39	172	0	16	0	0	376
6:45	0	142	0	0	0	0	20	151	0	26	0	0	339
7:00	0	139	0	0	0	0	21	128	0	17	0	0	305
7:15	0	106	0	0	0	0	27	108	0	19	0	0	260
Total Volume:	0	2000	0	0	0	0	403	2267	0	324	0	0	4994
Approach %	0%	100%	0%	0%	0%	0%	15%	85%	0%	100%	0%	0%	
Peak Hr Begin:	4:45												
PHV	0	779	0	0	0	0	166	953	0	120	0	0	2018
PHF	0.854			0.000			0.920			0.750			0.904

Prepared by City Count, LLC. (www.citycount.com)

Pedestrian/Bicycle Count Report

Leg:	*North*		*East*		*South*		*West*	
Class:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0

Leg:	*North*		*East*		*South*		*West*	
Class:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
4:30	0	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0

Turning Movement Count Report AM

Location ID: 8
North/South: Hollywood Way
East/West: Valhalla Drive

Date: 04/13/21
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	9	182	3	0	0	0	0	90	2	1	0	3	290
7:15	13	152	3	0	0	0	1	118	0	0	0	1	288
7:30	6	180	4	1	0	0	0	165	2	1	1	0	360
7:45	13	225	13	2	0	0	1	172	4	0	0	4	434
8:00	12	206	9	3	0	0	1	178	0	1	0	2	412
8:15	17	204	3	1	0	0	0	152	1	2	1	1	382
8:30	17	179	6	1	0	0	0	141	3	2	0	3	352
8:45	10	142	6	1	0	0	0	149	1	1	0	3	313
9:00	13	152	6	0	0	0	3	159	2	2	0	6	343
9:15	9	170	7	0	0	0	0	154	1	4	0	6	351
9:30	3	151	2	7	0	0	4	151	3	6	1	1	329
9:45	9	134	4	2	0	0	4	152	5	1	0	2	313
Total Volume:	131	2077	66	18	0	0	14	1781	24	21	3	32	4167
Approach %	6%	91%	3%	100%	0%	0%	1%	98%	1%	38%	5%	57%	
Peak Hr Begin:	7:30												
PHV	48	815	29	7	0	0	2	667	7	4	2	7	1588
PHF	0.888			0.583			0.944			0.813			0.915

Turning Movement Count Report PM

Location ID: 8
North/South: Hollywood Way
East/West: Valhalla Drive

Date: 04/13/21
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
4:30	13	185	3	6	0	0	10	205	0	3	0	13	438
4:45	14	190	5	9	0	0	3	246	1	2	0	9	479
5:00	8	244	2	15	0	0	3	268	3	9	0	21	573
5:15	9	206	2	4	0	0	3	281	1	1	0	5	512
5:30	13	203	3	4	0	0	2	238	2	4	0	19	488
5:45	6	220	3	6	0	0	1	227	0	3	0	5	471
6:00	7	206	4	6	0	0	0	185	1	3	0	13	425
6:15	4	158	2	3	0	0	1	211	2	0	0	5	386
6:30	7	155	3	3	0	0	2	205	0	1	0	3	379
6:45	0	165	3	6	0	0	1	162	1	3	0	3	344
7:00	2	152	2	4	0	0	2	141	1	2	0	4	310
7:15	1	120	4	3	0	0	2	131	1	3	0	1	266
Total Volume:	84	2204	36	69	0	0	30	2500	13	34	0	101	5071
Approach %	4%	95%	2%	100%	0%	0%	1%	98%	1%	25%	0%	75%	
Peak Hr Begin:	4:45												
PHV	44	843	12	32	0	0	11	1033	7	16	0	54	2052
PHF	0.885			0.533			0.922			0.583			0.895

Pedestrian/Bicycle Count Report

Leg:	*North*		*East*		*South*		*West*	
Class:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	0	0	0	2	0	0	0	0
7:15	0	0	0	0	0	0	0	0
7:30	0	0	0	1	0	0	1	0
7:45	0	0	0	0	0	0	1	0
8:00	0	0	0	0	0	0	1	0
8:15	0	0	0	0	0	0	0	1
8:30	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0
9:00	0	0	0	0	2	0	0	0
9:15	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0
9:45	0	0	2	0	0	0	0	0

Leg:	*North*		*East*		*South*		*West*	
Class:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
4:30	0	0	5	0	0	0	0	0
4:45	0	0	0	0	0	0	1	0
5:00	0	0	1	0	0	0	1	0
5:15	0	0	0	0	0	0	0	1
5:30	0	0	0	0	0	0	0	0
5:45	0	0	2	0	0	0	0	0
6:00	0	0	2	0	0	0	1	0
6:15	0	0	0	0	0	0	2	0
6:30	0	0	2	0	0	0	0	0
6:45	0	0	2	0	0	0	0	0
7:00	0	0	1	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0

Turning Movement Count Report AM

Location ID: 9
North/South: Hollywood Way
East/West: Victory Blvd

Date: 04/13/21
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	15	96	36	12	40	5	6	63	5	7	68	18	371
7:15	10	83	26	10	35	7	4	85	4	10	79	23	376
7:30	36	87	33	18	54	13	11	100	1	19	102	40	514
7:45	44	84	34	16	68	10	9	122	6	9	120	39	561
8:00	42	90	36	16	64	9	5	125	3	8	106	44	548
8:15	32	96	32	16	80	6	11	85	9	5	105	50	527
8:30	28	83	23	14	60	4	8	85	6	5	138	43	497
8:45	24	86	27	20	72	3	9	98	15	6	112	37	509
9:00	29	92	14	20	77	6	10	114	9	5	119	40	535
9:15	31	81	12	21	81	7	3	96	8	5	81	33	459
9:30	34	95	26	17	77	5	6	113	1	9	108	31	522
9:45	25	94	13	13	80	15	14	109	2	3	117	36	521
Total Volume:	350	1067	312	193	788	90	96	1195	69	91	1255	434	5940
Approach %	20%	62%	18%	18%	74%	8%	7%	88%	5%	5%	71%	24%	
Peak Hr Begin:	7:30												
PHV	154	357	135	66	266	38	36	432	19	41	433	173	2150
PHF	0.961			0.907			0.889			0.963			0.958

Turning Movement Count Report PM

Location ID: 9
North/South: Hollywood Way
East/West: Victory Blvd

Date: 04/13/21
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
4:30	47	125	43	63	138	9	2	88	9	6	126	42	698
4:45	46	119	31	71	161	9	3	62	7	3	138	65	715
5:00	63	103	63	90	162	24	3	93	7	4	144	51	807
5:15	60	107	50	69	162	15	5	93	6	5	128	63	763
5:30	42	106	40	55	179	24	11	134	11	7	136	46	791
5:45	63	119	34	40	121	13	13	120	6	8	134	53	724
6:00	66	105	40	37	172	15	10	103	5	7	139	43	742
6:15	41	101	34	36	125	7	8	136	8	8	114	37	655
6:30	39	78	27	35	132	12	10	112	10	7	117	48	627
6:45	39	92	33	14	97	7	19	103	12	10	103	31	560
7:00	39	92	34	11	123	6	7	82	2	3	100	35	534
7:15	40	61	28	14	120	13	15	93	3	6	94	24	511
Total Volume:	585	1208	457	535	1692	154	106	1219	86	74	1473	538	8127
Approach %	26%	54%	20%	22%	71%	6%	8%	86%	6%	4%	71%	26%	
Peak Hr Begin:	5:00												
PHV	228	435	187	254	624	76	32	440	30	24	542	213	3085
PHF	0.928			0.864			0.804			0.979			0.956

Prepared by City Count, LLC. (www.citycount.com)

Pedestrian/Bicycle Count Report

Leg:	*North*		*East*		*South*		*West*	
Class:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	2	1	2	0	0	0	0	0
7:15	2	1	2	1	0	0	1	0
7:30	2	0	2	0	2	1	2	0
7:45	0	0	2	0	1	0	0	0
8:00	1	0	1	0	1	0	0	0
8:15	2	1	0	2	0	0	0	1
8:30	1	0	2	0	2	0	1	0
8:45	0	0	0	0	0	2	0	0
9:00	3	0	2	0	0	0	2	1
9:15	3	0	1	0	0	0	1	0
9:30	4	0	2	0	0	0	1	0
9:45	1	0	3	0	0	0	1	1

Leg:	*North*		*East*		*South*		*West*	
Class:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
4:30	2	0	1	0	1	0	2	0
4:45	3	1	3	0	0	0	3	2
5:00	7	0	3	0	0	0	0	0
5:15	1	0	0	0	0	0	0	2
5:30	6	1	0	0	2	0	3	0
5:45	7	1	1	0	0	0	2	0
6:00	7	3	1	1	0	0	2	2
6:15	2	0	1	0	0	0	2	1
6:30	5	1	0	1	6	0	5	0
6:45	9	0	0	0	0	0	5	0
7:00	2	1	7	0	5	0	1	0
7:15	5	0	2	3	0	0	0	0

Turning Movement Count Report AM

Location ID: 11
North/South: Buena Vista Street
East/West: Empire Avenue

Date: 04/13/21
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	3	108	13	9	42	47	79	47	6	7	28	3	392
7:15	3	103	6	6	42	46	83	58	7	11	26	3	394
7:30	7	134	13	7	78	68	127	77	14	14	53	8	600
7:45	7	169	19	9	93	94	136	85	13	23	73	7	728
8:00	6	155	23	15	87	92	126	77	12	20	52	5	670
8:15	5	126	15	7	54	86	141	83	14	13	45	3	592
8:30	10	160	14	11	81	93	158	78	12	14	52	8	691
8:45	5	188	13	12	74	75	129	99	21	25	61	3	705
9:00	6	146	14	8	77	82	113	74	10	37	64	9	640
9:15	6	165	16	14	57	78	133	83	13	9	45	3	622
9:30	11	117	18	14	60	84	141	85	7	20	54	15	626
9:45	7	148	14	15	66	75	153	78	11	19	53	13	652

Total Volume:	76	1719	178	127	811	920	1519	924	140	212	606	80	7312
Approach %	4%	87%	9%	7%	44%	50%	59%	36%	5%	24%	67%	9%	

Peak Hr Begin:	7:45												
PHV	28	610	71	42	315	365	561	323	51	70	222	23	2681
PHF	0.909			0.921			0.943			0.765			0.921

Turning Movement Count Report PM

Location ID: 11
North/South: Buena Vista Street
East/West: Empire Avenue

Date: 04/13/21
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
4:30	9	119	18	32	98	109	193	172	22	21	79	13	885
4:45	6	91	24	33	133	120	177	135	32	25	70	6	852
5:00	15	99	19	26	128	121	172	145	16	17	81	11	850
5:15	14	99	20	32	125	128	173	201	32	23	64	10	921
5:30	2	122	26	36	114	128	191	175	26	18	89	9	936
5:45	13	114	22	32	115	98	197	161	19	18	69	8	866
6:00	5	98	24	33	101	122	155	119	18	13	72	14	774
6:15	10	104	17	28	102	103	198	126	18	19	38	2	765
6:30	11	91	16	49	95	104	161	117	14	16	55	4	733
6:45	9	89	31	21	97	106	151	92	20	15	47	7	685
7:00	7	81	16	28	87	105	159	112	22	9	57	6	689
7:15	6	77	17	34	107	102	143	80	14	20	32	4	636
Total Volume:	107	1184	250	384	1302	1346	2070	1635	253	214	753	94	9592
Approach %	7%	77%	16%	13%	43%	44%	52%	41%	6%	20%	71%	9%	
Peak Hr Begin:	5:00												
PHV	44	434	87	126	482	475	733	682	93	76	303	38	3573
PHF	0.942			0.950			0.929			0.899			0.954

Prepared by City Count, LLC. (www.citycount.com)

Pedestrian/Bicycle Count Report

Leg:	*North*		*East*		*South*		*West*	
Class:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	0	0	1	0	1	0	0	0
7:15	1	0	2	0	3	0	2	0
7:30	0	0	0	0	0	0	1	0
7:45	2	0	2	0	2	0	0	0
8:00	0	0	1	0	1	0	2	0
8:15	1	0	2	0	1	0	1	0
8:30	1	0	0	0	0	0	0	0
8:45	1	0	1	0	0	1	0	0
9:00	1	0	0	0	2	1	2	0
9:15	2	0	0	0	1	0	1	0
9:30	2	0	1	0	2	0	1	0
9:45	2	1	0	0	2	0	1	0

Leg:	*North*		*East*		*South*		*West*	
Class:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
4:30	1	0	2	0	0	0	1	0
4:45	4	1	1	0	0	0	1	0
5:00	0	0	1	0	0	0	0	0
5:15	1	0	0	0	2	0	1	0
5:30	0	0	0	0	0	0	0	0
5:45	1	0	0	0	0	1	0	0
6:00	1	0	1	1	1	0	1	1
6:15	0	0	0	2	1	0	0	0
6:30	0	2	0	0	1	0	1	0
6:45	0	0	1	0	4	0	2	0
7:00	1	0	0	0	0	0	1	0
7:15	0	0	0	0	2	0	1	0

Turning Movement Count Report AM

Location ID: 12
North/South: Buena Vista Street
East/West: Vanowen Street

Date: 04/13/21
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	33	126	0	0	0	0	0	86	15	47	0	48	355
7:15	34	120	0	0	0	0	0	94	16	39	0	62	365
7:30	43	183	0	0	0	0	0	134	18	47	0	94	519
7:45	52	221	0	0	0	0	0	143	21	68	0	106	611
8:00	42	214	0	0	0	0	0	141	27	40	0	90	554
8:15	46	178	0	0	0	0	0	121	16	70	0	116	547
8:30	46	221	0	0	0	0	0	150	28	54	0	115	614
8:45	42	252	0	0	0	0	0	152	26	50	0	97	619
9:00	32	217	0	0	0	0	0	144	14	49	0	74	530
9:15	29	188	0	0	0	0	0	134	28	59	0	87	525
9:30	43	194	0	0	0	0	0	154	19	35	0	79	524
9:45	36	214	0	0	0	0	0	147	22	42	0	107	568
Total Volume:	478	2328	0	0	0	0	0	1600	250	600	0	1075	6331
Approach %	17%	83%	0%	0%	0%	0%	0%	86%	14%	36%	0%	64%	
Peak Hr Begin:	8:00												
PHV	176	865	0	0	0	0	0	564	97	214	0	418	2334
PHF	0.885			0.000			0.928			0.849			0.943

Turning Movement Count Report PM

Location ID: 12
North/South: Buena Vista Street
East/West: Vanowen Street

Date: 04/13/21
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
4:30	49	215	0	0	0	0	0	266	40	45	0	123	738
4:45	33	166	0	0	0	0	0	234	48	66	0	134	681
5:00	46	214	0	0	0	0	0	216	38	80	0	152	746
5:15	69	250	0	0	0	0	0	330	44	52	0	156	901
5:30	76	230	0	0	0	0	0	262	45	54	0	141	808
5:45	68	202	0	0	0	0	0	266	41	53	0	108	738
6:00	70	169	0	0	0	0	0	213	40	42	0	120	654
6:15	47	215	0	0	0	0	0	241	37	46	0	124	710
6:30	41	156	0	0	0	0	0	186	19	37	0	117	556
6:45	56	193	0	0	0	0	0	189	34	42	0	90	604
7:00	53	174	0	0	0	0	0	202	27	33	0	85	574
7:15	43	164	0	0	0	0	0	164	26	25	0	91	513
Total Volume:	651	2348	0	0	0	0	0	2769	439	575	0	1441	8223
Approach %	22%	78%	0%	0%	0%	0%	0%	86%	14%	29%	0%	71%	
Peak Hr Begin:	5:00												
PHV	259	896	0	0	0	0	0	1074	168	239	0	557	3193
PHF	0.905			0.000			0.830			0.858			0.886

Prepared by City Count, LLC. (www.citycount.com)

Pedestrian/Bicycle Count Report

Leg:	*North*		*East*		*South*		*West*	
Class:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	0	0	0	0	0	0	1	1
7:15	0	0	0	0	2	0	2	0
7:30	0	0	0	0	1	0	2	0
7:45	0	0	0	0	1	0	0	0
8:00	0	0	0	0	0	0	1	0
8:15	0	0	0	0	1	0	1	0
8:30	0	0	0	0	0	0	0	0
8:45	0	0	0	0	1	0	2	0
9:00	0	0	0	0	0	0	0	1
9:15	0	0	0	0	1	0	0	0
9:30	0	0	0	0	2	0	3	0
9:45	0	0	0	0	1	0	3	0

Leg:	*North*		*East*		*South*		*West*	
Class:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
4:30	0	0	0	0	2	0	2	0
4:45	0	0	0	0	2	0	3	0
5:00	0	0	0	0	0	0	0	1
5:15	0	0	0	0	0	0	1	0
5:30	0	0	0	0	1	0	2	0
5:45	0	0	0	0	1	0	1	2
6:00	0	0	0	0	0	0	1	0
6:15	0	0	0	0	1	0	0	2
6:30	0	0	0	0	0	0	2	1
6:45	0	0	0	0	3	0	4	0
7:00	0	0	0	0	1	0	3	0
7:15	0	0	0	0	0	0	0	0

Turning Movement Count Report AM

Location ID: 13
North/South: Buena Vista Street
East/West: Victory Boulevard

Date: 04/13/21
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	11	114	28	21	22	30	3	54	17	32	61	23	416
7:15	12	136	29	19	30	15	7	51	11	38	56	26	430
7:30	19	170	20	27	43	11	5	76	17	44	69	39	540
7:45	31	223	32	20	55	17	9	112	14	60	83	32	688
8:00	16	213	28	35	38	15	8	100	21	43	61	28	606
8:15	18	206	34	31	56	20	14	79	21	54	69	37	639
8:30	24	197	46	23	34	22	7	98	16	42	68	38	615
8:45	27	188	44	30	49	15	13	105	19	44	84	32	650
9:00	30	203	44	23	44	22	8	85	20	30	77	40	626
9:15	31	204	27	20	51	20	12	122	26	18	75	33	639
9:30	27	157	39	18	44	24	13	94	24	28	71	36	575
9:45	28	159	41	22	48	20	8	102	35	42	92	37	634

Total Volume:	274	2170	412	289	514	231	107	1078	241	475	866	401	7058
Approach %	10%	76%	14%	28%	50%	22%	8%	76%	17%	27%	50%	23%	

Peak Hr Begin:	7:45												
PHV	89	839	140	109	183	74	38	389	72	199	281	135	2548
PHF	0.934			0.855			0.924			0.879			0.926

Turning Movement Count Report PM

Location ID: 13
North/South: Buena Vista Street
East/West: Victory Boulevard

Date: 04/13/21
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
4:30	29	170	34	45	119	25	14	202	45	30	96	52	861
4:45	34	158	39	41	95	32	21	233	59	27	123	48	910
5:00	33	152	65	31	108	29	20	209	72	51	121	48	939
5:15	45	182	47	48	109	29	19	223	78	34	124	41	979
5:30	31	171	41	45	133	28	17	203	50	55	104	49	927
5:45	21	152	42	35	78	14	13	180	48	27	112	58	780
6:00	24	110	37	39	122	14	15	179	42	26	102	43	753
6:15	27	173	49	33	87	28	15	180	44	30	80	54	800
6:30	42	126	47	32	89	21	17	147	34	21	64	49	689
6:45	17	159	32	23	76	23	19	141	31	29	88	54	692
7:00	22	96	21	32	75	18	10	142	27	21	75	39	578
7:15	32	113	26	29	64	17	11	133	22	21	71	27	566
Total Volume:	357	1762	480	433	1155	278	191	2172	552	372	1160	562	9474
Approach %	14%	68%	18%	23%	62%	15%	7%	75%	19%	18%	55%	27%	
Peak Hr Begin:	4:45												
PHV	143	663	192	165	445	118	77	868	259	167	472	186	3755
PHF	0.911			0.883			0.941			0.938			0.959

Pedestrian/Bicycle Count Report

Leg:	*North*		*East*		*South*		*West*	
Class:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	1	0	2	1	1	0	4	0
7:15	0	0	3	0	2	0	3	0
7:30	0	0	2	0	1	0	3	0
7:45	0	0	1	0	1	0	3	0
8:00	2	0	3	0	6	0	2	0
8:15	0	0	1	0	1	0	2	0
8:30	2	0	6	0	5	0	4	0
8:45	1	0	1	0	1	0	3	0
9:00	0	0	3	0	2	0	1	0
9:15	1	1	0	0	1	0	1	0
9:30	2	0	3	0	2	0	4	0
9:45	4	0	3	0	1	0	8	0

Leg:	*North*		*East*		*South*		*West*	
Class:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
4:30	1	0	4	0	2	0	2	0
4:45	1	0	1	0	2	0	4	0
5:00	3	0	2	0	2	0	6	0
5:15	9	0	2	0	4	0	1	0
5:30	2	0	5	0	1	0	7	0
5:45	2	0	3	0	1	0	13	0
6:00	4	0	5	0	2	0	0	0
6:15	2	1	2	0	1	0	8	1
6:30	3	1	6	0	2	0	4	1
6:45	8	0	11	0	3	0	2	0
7:00	3	0	3	0	1	0	2	0
7:15	7	0	4	0	2	0	6	0

COVID-19 Volume Adjustment Process

CALCULATION OF COVID-19 ADJUSTMENT FACTORS

Adjustment Factor for N.Hollywood Way and Project-Adjacent Locations

Based on Intersection #9, N. Hollywood Way & Victory Boulevard

	Southbound			Westbound			Northbound			Eastbound			Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Pre-Pandemic Count *May 2018*	351	875	194	145	887	97	87	946	152	111	784	264	4,893
Pandemic Count *April 2021*	228	435	187	254	624	76	32	440	30	24	542	213	3,085
												Adjustment Factor	**1.59**

Applies to Intersections: #1, Screenland Drive & Valhalla Drive
#2, N Hollywood Way SB On Ramp & Vanowen Street
#3, N Hollywood Way NB Off Ramp & Vanowen Street
#4, N Hollywood Way at the SB Ramp from Vanowen Street
#8, N Hollywood Way & Valhalla Drive
#9, N Hollywood Way & Victory Boulevard

Adjustment Factor for Buena Vista Street

Based on Intersection #11, Buena Vista Street & Empire Avenue [a]

	Southbound			Westbound			Northbound			Eastbound			Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Pre-Pandemic Count *May 2018*	95	697	229	181	294	447	573	662	185	177	173	82	1,898
Pandemic Count *April 2021*	44	434	87	126	482	475	733	682	93	76	303	38	1,367
												Adjustment Factor	**1.39**

Applies to Intersections: #12, Buena Vista Street & Vanowen Street
#13, Buena Vista Street & Victory Boulevard

Adjustment Factor for Empire Avenue

Based on Intersection #11, Buena Vista Street & Empire Avenue [b]

	Southbound			Westbound			Northbound			Eastbound			Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Pre-Pandemic Count *May 2018*	95	697	229	181	294	447	573	662	185	177	173	82	1,897
Pandemic Count *April 2021*	44	434	87	126	482	475	733	682	93	76	303	38	2,206
												Calculated Change	0.86
												[c] **Adjustment Factor**	**1.19**

Applies to Intersections: #11, Buena Vista Street & Empire Avenue
I-5 Northbound Ramps at Empire Avenue (used in Freeway Queuing Analysis)

Note: Adjustment factors based on afternoon peak hour traffic volumes.

[a] The I-5 Ramps at Empire Avenue opened in September 2019 and substantially changed traffic patterns on Empire Avenue east of Buena Vista Street. For the purposes of calculating the Buena Vista Street adjustment factor, only those movements that do not involve Empire Avenue east of Buena Vista Street were considered.

[b] The I-5 Ramps at Empire Avenue opened in September 2019 and substantially changed traffic patterns on Empire Avenue east of Buena Vista Street. For reference, the change in traffic at the movements involving Empire Avenue east of Buena Vista Street is shown here. (The actual adjustment factor for Empire Avenue was estimated per footnote [c] below.)

[c] The opening of the I-5 Ramps at Empire Avenue resulted in an increase in traffic on Empire Avenue since the pre-pandemic count was conducted. However, it is likely that the pandemic has reduced traffic on empire Avenue from what it would be under normal conditions. Therefore, an adjustment factor half that of the Buena Vista Street adjustment factor was chosen for Empire Avenue.

ADJUSTED EXISTING TRAFFIC VOLUMES

Pandemic Counts (April 2021)		Morning Peak Hour												Afternoon Peak Hour												Adjustment Factor
		Southbound			Westbound			Northbound			Eastbound			Southbound			Westbound			Northbound			Eastbound			
Int	Location	R	T	L	R	T	L	R	T	L	R	T	L	R	T	L	R	T	L	R	T	L	R	T	L	
1	Screenland Drive & Valhalla Drive	0	0	0	0	9	21	8	0	7	1	9	0	0	0	0	0	5	24	19	0	1	4	22	0	**1.53**
2	N Hollywood Way SB On Ramp & Vanowen Street	0	0	0	0	283	21	0	0	0	87	596	0	0	0	0	0	527	42	0	0	0	82	661	0	**1.53**
3	N Hollywood Way NB Off Ramp & Vanowen Street	0	0	0	0	252	0	35	0	55	0	589	0	0	0	0	0	477	0	75	0	91	0	668	0	**1.53**
4	N Hollywood Way at the SB Ramp from Vanowen Street	0	792	0	0	0	0	90	591	0	100	0	0	0	779	0	0	0	0	166	953	0	120	0	0	**1.53**
8	N Hollywood Way & Valhalla Drive	48	815	29	7	0	0	2	667	7	4	2	7	44	843	12	32	0	0	11	1,033	7	16	0	54	**1.53**
9	N Hollywood Way & Victory Boulevard	154	357	135	66	266	38	36	432	19	41	433	173	228	435	187	254	624	76	32	440	30	24	542	213	**1.53**
11	Buena Vista Street & Empire Avenue	28	610	71	42	315	365	561	323	51	70	222	23	44	434	87	126	482	475	733	682	93	76	303	38	**1.19**
12	Buena Vista Street & Vanowen Street	176	865	0	0	0	0	0	564	97	214	0	418	259	896	0	0	0	0	0	1,074	168	239	0	557	**1.39**
13	Buena Vista Street & Victory Boulevard	89	839	140	109	183	74	38	389	72	199	281	135	143	663	192	165	445	118	77	868	259	167	472	186	**1.39**
	I-5 NB Ramps at Empire Avenue	0	0	0	237	618	0	122	4	522	0	550	25	0	0	0	452	705	0	193	4	456	0	814	86	**1.19**

Counts Adjusted by Adjustment Factor		Morning Peak Hour												Afternoon Peak Hour												Adjustment Factor
		Southbound			Westbound			Northbound			Eastbound			Southbound			Westbound			Northbound			Eastbound			
Int	Location	R	T	L	R	T	L	R	T	L	R	T	L	R	T	L	R	T	L	R	T	L	R	T	L	
1	Screenland Drive & Valhalla Drive	0	0	0	0	14	32	12	0	11	2	14	0	0	0	0	0	8	37	29	0	2	6	34	0	**1.53**
2	N Hollywood Way SB On Ramp & Vanowen Street	0	0	0	0	433	32	0	0	0	133	912	0	0	0	0	0	806	64	0	0	0	125	1,011	0	**1.53**
3	N Hollywood Way NB Off Ramp & Vanowen Street	0	0	0	0	386	0	54	0	84	0	901	0	0	0	0	0	730	0	115	0	139	0	1,022	0	**1.53**
4	N Hollywood Way at the SB Ramp from Vanowen Street	0	1,212	0	0	0	0	138	904	0	153	0	0	0	1,192	0	0	0	0	254	1,458	0	184	0	0	**1.53**
8	N Hollywood Way & Valhalla Drive	73	1,247	44	11	0	0	3	1,021	11	6	3	11	67	1,290	18	49	0	0	17	1,580	11	24	0	83	**1.53**
9	N Hollywood Way & Victory Boulevard	236	546	207	101	407	58	55	661	29	63	662	265	349	666	286	389	955	116	49	673	46	37	829	326	**1.53**
11	Buena Vista Street & Empire Avenue	33	726	84	50	375	434	668	384	61	83	264	27	52	516	104	150	574	565	872	812	111	90	361	45	**1.19**
12	Buena Vista Street & Vanowen Street	245	1,202	0	0	0	0	0	784	135	297	0	581	360	1,245	0	0	0	0	0	1,493	234	332	0	774	**1.39**
13	Buena Vista Street & Victory Boulevard	124	1,166	195	152	254	103	53	541	100	277	391	188	199	922	267	229	619	164	107	1,207	360	232	656	259	**1.39**
	I-5 NB Ramps at Empire Avenue	0	0	0	282	735	0	145	5	621	0	655	30	0	0	0	538	839	0	230	5	543	0	969	102	**1.19**

Residential Street Segment Traffic Counts

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Maple Street between Victory Blvd & Pacific Ave

Day: Tuesday, April 13, 2021 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	339	526	0	0	865

AM	NB		SB		EB	WB	Total		PM	NB		SB		EB	WB	Total	
00:00	0		0				0		12:00	6		8				14	
00:15	0		1				1		12:15	8		7				15	
00:30	0		1				1		12:30	6		12				18	
00:45	0	0	0	2			0	2	12:45	2	22	10	37			12	59
01:00	0		0				0		13:00	3		8				11	
01:15	0		0				0		13:15	6		2				8	
01:30	0		0				0		13:30	5		6				11	
01:45	0	0	0	0			0	0	13:45	2	16	5	21			7	37
02:00	0		0				0		14:00	7		11				18	
02:15	0		0				0		14:15	9		9				18	
02:30	0		0				0		14:30	12		12				24	
02:45	1	1	0	0			1	1	14:45	4	32	12	44			16	76
03:00	0		0				0		15:00	8		13				21	
03:15	0		0				0		15:15	13		15				28	
03:30	0		0				0		15:30	7		7				14	
03:45	0	0	0	0			0	0	15:45	8	36	10	45			18	81
04:00	0		0				0		16:00	8		10				18	
04:15	0		0				0		16:15	7		12				19	
04:30	0		0				0		16:30	13		14				27	
04:45	0	0	0	0			0	0	16:45	12	40	11	47			23	87
05:00	0		0				0		17:00	15		16				31	
05:15	0		3				3		17:15	8		4				12	
05:30	0		1				1		17:30	6		22				28	
05:45	1	1	2	6			3	7	17:45	4	33	14	56			18	89
06:00	0		1				1		18:00	9		8				17	
06:15	1		3				4		18:15	6		9				15	
06:30	2		2				4		18:30	3		8				11	
06:45	2	5	3	9			5	14	18:45	7	25	5	30			12	55
07:00	0		5				5		19:00	7		8				15	
07:15	4		6				10		19:15	1		7				8	
07:30	0		10				10		19:30	4		4				8	
07:45	1	5	5	26			6	31	19:45	4	16	2	21			6	37
08:00	3		10				13		20:00	3		9				12	
08:15	11		9				20		20:15	4		3				7	
08:30	3		13				16		20:30	2		7				9	
08:45	8	25	9	41			17	66	20:45	0	9	3	22			3	31
09:00	8		12				20		21:00	3		1				4	
09:15	5		9				14		21:15	1		4				5	
09:30	3		5				8		21:30	0		1				1	
09:45	2	18	5	31			7	49	21:45	0	4	1	7			1	11
10:00	6		7				13		22:00	1		3				4	
10:15	0		6				6		22:15	0		1				1	
10:30	5		9				14		22:30	6		1				7	
10:45	7	18	10	32			17	50	22:45	1	8	2	7			3	15
11:00	8		7				15		23:00	2		0				2	
11:15	3		12				15		23:15	1		1				2	
11:30	4		11				15		23:30	2		1				3	
11:45	5	20	10	40			15	60	23:45	0	5	0	2			0	7
Totals		93		187			**280**		**Totals**		246		339			**585**	
Split %		33.2%		66.8%			**32.4%**		**Split %**		42.1%		57.9%			**67.6%**	

Daily Totals	NB	SB	EB	WB	Total
	339	526	0	0	865

AM Peak Hour	08:15	08:30	08:15	**PM Peak Hour**	16:30	17:00	16:15
AM Peak Volume	30	43	73	**PM Peak Volume**	48	56	100
AM Pk Hr Factor	0.682	0.827	0.913	**PM Pk Hr Factor**	0.800	0.636	0.806

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Kenwood Street between Victory Blvd & Pacific Ave

Day: Tuesday, April 13, 2021 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	181	193	0	0	374

AM	NB		SB		EB	WB	Total		PM	NB		SB		EB	WB	Total	
00:00	1		0				1		12:00	5		6				11	
00:15	0		0				0		12:15	5		2				7	
00:30	0		0				0		12:30	4		7				11	
00:45	0	1	0	0			0	1	12:45	4	18	6	21			10	39
01:00	0		0				0		13:00	3		2				5	
01:15	0		0				0		13:15	6		1				7	
01:30	0		0				0		13:30	1		2				3	
01:45	0	0	0	0			0	0	13:45	2	12	1	6			3	18
02:00	0		0				0		14:00	4		3				7	
02:15	0		0				0		14:15	1		2				3	
02:30	0		0				0		14:30	4		1				5	
02:45	0	0	1	1			1	1	14:45	2	11	6	12			8	23
03:00	0		1				1		15:00	7		5				12	
03:15	0		0				0		15:15	4		5				9	
03:30	0		0				0		15:30	2		3				5	
03:45	0	0	0	1			0	1	15:45	7	20	3	16			10	36
04:00	0		0				0		16:00	3		3				6	
04:15	0		0				0		16:15	3		3				6	
04:30	0		0				0		16:30	7		5				12	
04:45	0	0	4	4			4	4	16:45	6	19	2	13			8	32
05:00	0		0				0		17:00	2		9				11	
05:15	0		1				1		17:15	3		3				6	
05:30	0		1				1		17:30	3		2				5	
05:45	1	1	2	4			3	5	17:45	2	10	2	16			4	26
06:00	0		1				1		18:00	5		4				9	
06:15	0		2				2		18:15	9		4				13	
06:30	1		0				1		18:30	6		0				6	
06:45	0	1	4	7			4	8	18:45	2	22	3	11			5	33
07:00	0		1				1		19:00	2		4				6	
07:15	0		4				4		19:15	0		4				4	
07:30	1		1				2		19:30	1		1				2	
07:45	0	1	1	7			1	8	19:45	0	3	1	10			1	13
08:00	1		1				2		20:00	2		3				5	
08:15	5		7				12		20:15	1		0				1	
08:30	1		2				3		20:30	2		2				4	
08:45	3	10	6	16			9	26	20:45	4	9	1	6			5	15
09:00	2		1				3		21:00	0		2				2	
09:15	4		2				6		21:15	3		0				3	
09:30	2		3				5		21:30	2		1				3	
09:45	2	10	4	10			6	20	21:45	1	6	1	4			2	10
10:00	3		3				6		22:00	1		1				2	
10:15	2		1				3		22:15	2		0				2	
10:30	2		3				5		22:30	1		1				2	
10:45	2	9	4	11			6	20	22:45	0	4	0	2			0	6
11:00	2		5				7		23:00	0		0				0	
11:15	0		3				3		23:15	1		0				1	
11:30	8		5				13		23:30	0		0				0	
11:45	2	12	2	15			4	27	23:45	1	2	0	0			1	2
Totals		45		76			121		Totals		136		117			253	
Split %		37.2%		62.8%			32.4%		Split %		53.8%		46.2%			67.6%	

Daily Totals	NB	SB	EB	WB	Total
	181	193	0	0	374

AM Peak Hour	11:00	10:45	10:45	PM Peak Hour	18:00	12:00	12:00
AM Peak Volume	12	17	29	PM Peak Volume	22	21	39
AM Pk Hr Factor	0.375	0.850	0.558	PM Pk Hr Factor	0.611	0.750	0.886

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Screenland Drive between Victory Blvd & Pacific Ave

Day: Tuesday, April 13, 2021 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	230	267	0	0	497

AM	NB		SB		EB	WB	Total		PM	NB		SB		EB	WB	Total	
00:00	1		0				1		12:00	4		7				11	
00:15	1		1				2		12:15	3		7				10	
00:30	0		0				0		12:30	4		6				10	
00:45	0	2	0	1			0	3	12:45	4	15	4	24			8	39
01:00	2		0				2		13:00	2		4				6	
01:15	0		0				0		13:15	5		3				8	
01:30	0		0				0		13:30	2		3				5	
01:45	0	2	0	0			0	2	13:45	3	12	3	13			6	25
02:00	0		0				0		14:00	3		10				13	
02:15	0		0				0		14:15	6		4				10	
02:30	1		0				1		14:30	2		5				7	
02:45	0	1	0	0			0	1	14:45	6	17	11	30			17	47
03:00	0		0				0		15:00	11		3				14	
03:15	0		0				0		15:15	11		11				22	
03:30	0		0				0		15:30	5		6				11	
03:45	0	0	0	0			0	0	15:45	3	30	7	27			10	57
04:00	0		0				0		16:00	8		7				15	
04:15	0		0				0		16:15	3		4				7	
04:30	0		0				0		16:30	5		9				14	
04:45	0	0	2	2			2	2	16:45	13	29	3	23			16	52
05:00	0		0				0		17:00	8		2				10	
05:15	0		1				1		17:15	5		3				8	
05:30	1		0				1		17:30	4		3				7	
05:45	0	1	0	1			0	2	17:45	4	21	2	10			6	31
06:00	0		0				0		18:00	3		7				10	
06:15	1		2				3		18:15	3		5				8	
06:30	0		2				2		18:30	1		3				4	
06:45	1	2	3	7			4	9	18:45	2	9	4	19			6	28
07:00	2		1				3		19:00	2		1				3	
07:15	2		5				7		19:15	8		2				10	
07:30	0		0				0		19:30	2		2				4	
07:45	1	5	5	11			6	16	19:45	2	14	3	8			5	22
08:00	2		8				10		20:00	1		2				3	
08:15	6		4				10		20:15	2		0				2	
08:30	2		6				8		20:30	1		0				1	
08:45	2	12	7	25			9	37	20:45	3	7	0	2			3	9
09:00	2		3				5		21:00	1		3				4	
09:15	1		6				7		21:15	0		0				0	
09:30	1		4				5		21:30	0		1				1	
09:45	4	8	4	17			8	25	21:45	2	3	2	6			4	9
10:00	3		2				5		22:00	0		1				1	
10:15	3		3				6		22:15	0		0				0	
10:30	1		3				4		22:30	1		0				1	
10:45	2	9	1	9			3	18	22:45	0	1	1	2			1	3
11:00	6		5				11		23:00	0		0				0	
11:15	3		6				9		23:15	3		0				3	
11:30	9		13				22		23:30	1		0				1	
11:45	7	25	5	29			12	54	23:45	1	5	1	1			2	6
Totals		67		102			169		Totals		163		165			328	
Split %		39.6%		60.4%			34.0%		Split %		49.7%		50.3%			66.0%	

Daily Totals	NB	SB	EB	WB	Total
	230	267	0	0	497

AM Peak Hour	11:00	11:00	11:00	PM Peak Hour	14:45	15:15	14:45
AM Peak Volume	25	29	54	PM Peak Volume	33	31	64
AM Pk Hr Factor	0.694	0.558	0.614	PM Pk Hr Factor	0.750	0.705	0.727

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Pepper Street between Victory Blvd & Pacific Ave

Day: Tuesday, April 13, 2021 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	314	226	0	0	540

AM	NB		SB		EB	WB	Total		PM	NB		SB		EB	WB	Total	
00:00	0		0				0		12:00	5		1				6	
00:15	0		0				0		12:15	7		1				8	
00:30	0		0				0		12:30	10		5				15	
00:45	0	0	0	0			0	0	12:45	6	28	6	13			12	41
01:00	0		0				0		13:00	5		0				5	
01:15	0		0				0		13:15	4		2				6	
01:30	0		0				0		13:30	5		5				10	
01:45	0	0	0	0			0	0	13:45	6	20	3	10			9	30
02:00	1		0				1		14:00	7		3				10	
02:15	0		0				0		14:15	9		7				16	
02:30	1		0				1		14:30	10		6				16	
02:45	0	2	0	0			0	2	14:45	8	34	4	20			12	54
03:00	0		0				0		15:00	9		7				16	
03:15	0		0				0		15:15	10		6				16	
03:30	0		0				0		15:30	4		5				9	
03:45	0	0	0	0			0	0	15:45	14	37	4	22			18	59
04:00	0		0				0		16:00	8		3				11	
04:15	0		1				1		16:15	3		1				4	
04:30	0		0				0		16:30	5		4				9	
04:45	0	0	1	2			1	2	16:45	18	34	4	12			22	46
05:00	0		0				0		17:00	9		5				14	
05:15	0		0				0		17:15	9		3				12	
05:30	1		1				2		17:30	9		10				19	
05:45	0	1	0	1			0	2	17:45	5	32	4	22			9	54
06:00	0		0				0		18:00	4		4				8	
06:15	0		2				2		18:15	8		4				12	
06:30	0		1				1		18:30	7		5				12	
06:45	1	1	2	5			3	6	18:45	5	24	4	17			9	41
07:00	3		5				8		19:00	5		6				11	
07:15	1		2				3		19:15	8		3				11	
07:30	3		2				5		19:30	1		3				4	
07:45	1	8	3	12			4	20	19:45	2	16	0	12			2	28
08:00	1		4				5		20:00	2		1				3	
08:15	5		4				9		20:15	0		2				2	
08:30	0		6				6		20:30	1		2				3	
08:45	5	11	5	19			10	30	20:45	1	4	2	7			3	11
09:00	6		3				9		21:00	1		2				3	
09:15	0		4				4		21:15	2		1				3	
09:30	4		3				7		21:30	1		1				2	
09:45	4	14	8	18			12	32	21:45	0	4	0	4			0	8
10:00	5		2				7		22:00	2		0				2	
10:15	3		1				4		22:15	0		1				1	
10:30	3		1				4		22:30	0		0				0	
10:45	6	17	3	7			9	24	22:45	0	2	0	1			0	3
11:00	6		6				12		23:00	2		0				2	
11:15	7		3				10		23:15	0		0				0	
11:30	2		7				9		23:30	1		0				1	
11:45	7	22	6	22			13	44	23:45	0	3	0	0			0	3
Totals		76		86			**162**		**Totals**		238		140			**378**	
Split %		46.9%		53.1%			**30.0%**		**Split %**		63.0%		37.0%			**70.0%**	

Daily Totals	NB	SB	EB	WB	Total
	314	226	0	0	540

AM Peak Hour	11:00	11:00	11:00	**PM Peak Hour**	16:45	14:15	16:45
AM Peak Volume	22	22	44	**PM Peak Volume**	45	24	67
AM Pk Hr Factor	0.786	0.786	0.846	**PM Pk Hr Factor**	0.625	0.857	0.761

Appendix E

City Model
(Project Traffic Distribution)

FEHR PEERS

Memorandum

Date: May 18, 2021

To: Jonathan Chambers, Gibson Transportation Consulting, Inc.

From: Ribeka Toda and John Muggridge, Fehr & Peers

Subject: Burbank Travel Demand Model Data for the 2311 N Hollywood Way Project

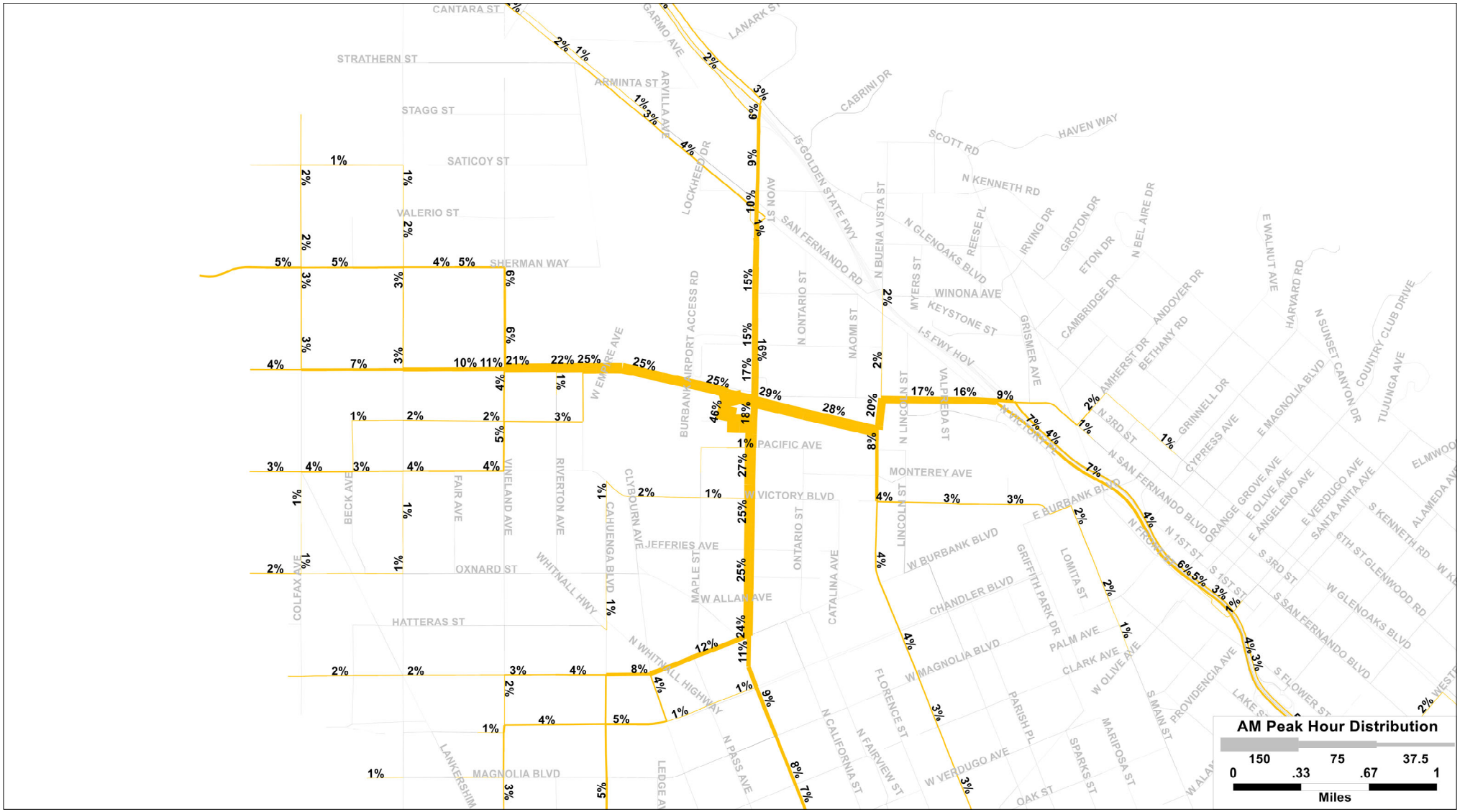
LA21-3284

Based on a request made by Gibson Transportation, Inc, Fehr & Peers has compiled trip distribution plots from the City of Burbank Travel Demand Forecasting (TDF) model for the 2311 N Hollywood Way Project. The Burbank TDF was developed in 2011 for the Burbank2035 General Plan update. The information provided in this memo was taken from the validated 2035 future year scenario. The 2035 scenario is consistent with the adopted Burbank2035 General Plan and includes the I-5 widening project and the Empire Avenue Interchange reconfiguration.

The following land use assumptions for the project were added to the travel model input files.

- 860 apartment units
- 5,000 square feet of ground floor retail
- 5,000 square feet of ground floor restaurants
- 150,000 square feet of office

The 2035 model was run and the trip distribution was output to plots, which are attached to this memo.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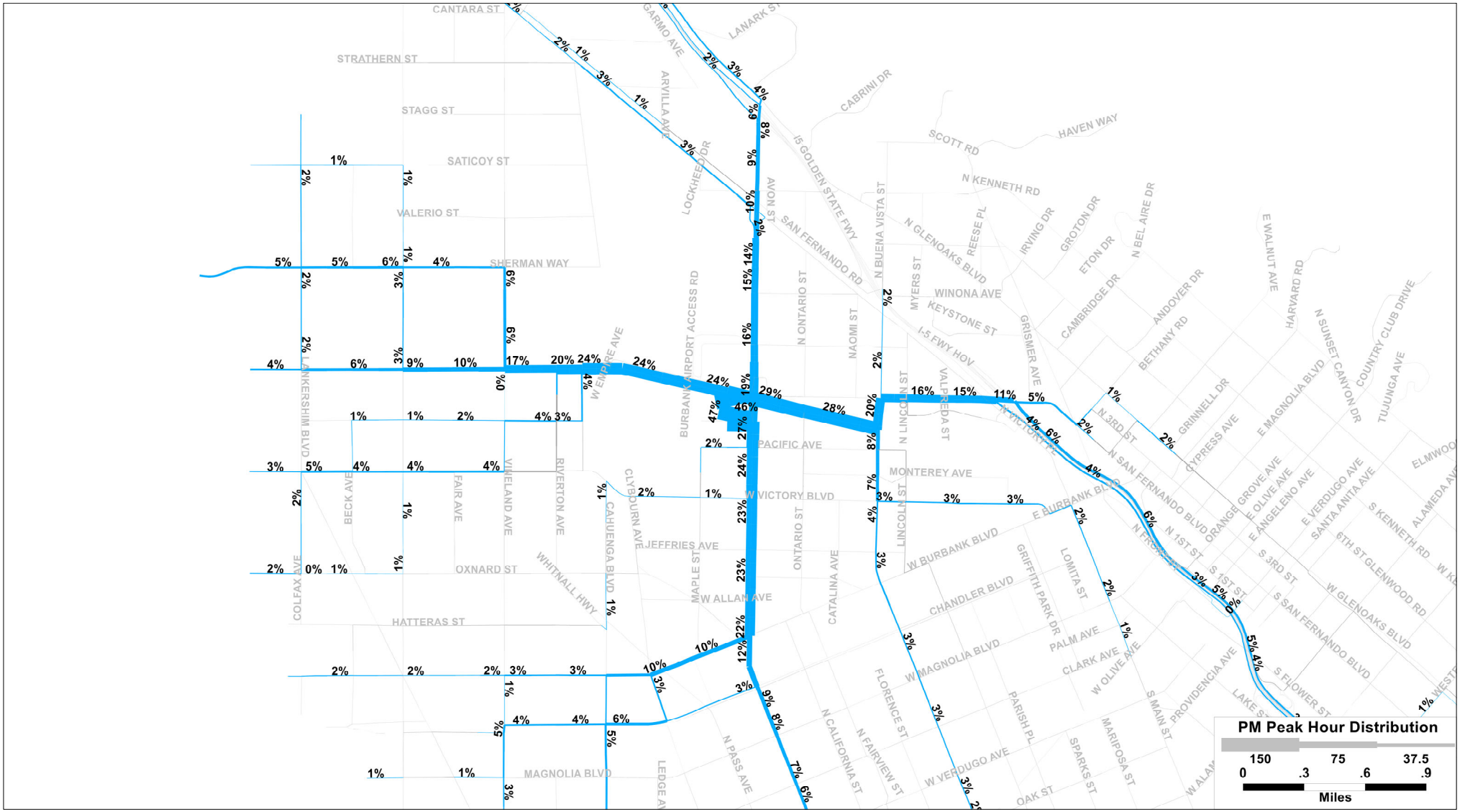
STRATHERN ST
ARMINTA ST
STAGG ST
SATICOY ST
VALERIO ST
SHERMAN WAY
PACIFIC AVE
MONTEREY AVE
W VICTORY BLVD
JEFFRIES AVE
OXNARD ST
W ALLAN AVE
HATTERAS ST
MAGNOLIA BLVD
W BURBANK BLVD
E BURBANK BLVD
CHANDLER BLVD
W MAGNOLIA BLVD
W VERDUGO AVE
WINONA AVE
KEYSTONE ST
N KENNETH RD
SCOTT RD
HAVEN WAY
I-5 FWY HOV
I5 GOLDEN STATE FWY
SAN FERNANDO RD
N SAN FERNANDO BLVD
N 3RD ST
N 1ST ST
S 1ST ST
S 3RD ST
6TH ST GLENWOOD RD
W GLENOAKS BLVD
S SAN FERNANDO BLVD
S KENNETH RD
E MAGNOLIA BLVD
E OLIVE AVE
E ANGELENO AVE
E VERDUGO AVE
SANTA ANITA AVE
ORANGE GROVE AVE
CYPRESS AVE
GRINNELL DR
AMHERST DR
BETHANY RD
ANDOVER DR
CAMBRIDGE DR
ETON DR
GROTON DR
IRVING DR
N GLENOAKS BLVD
REESE PL
N BUENA VISTA ST
MYERS ST
NAOMI ST
N ONTARIO ST
ONTARIO ST
CATALINA AVE
N LINCOLN ST
LINCOLN ST
VALPREDA ST
GRISMER AVE
BURBANK AIRPORT ACCESS RD
W EMPIRE AVE
AVON ST
LOCKHEED DR
ARVILLA AVE
GARMO AVE
LANARK ST
CABRINI DR
BECK AVE
FAIR AVE
VINELAND AVE
RIVERTON AVE
CLYBOURN AVE
CAHUENGA BLVD
WHITNALL HWY
N WHITNALL HIGHWAY
MAPLE ST
COLFAX AVE
LANKERSHIM
N PASS AVE
LEDGE AV
N CALIFORNIA ST
FLORENCE ST
N FAIRVIEW ST
PARISH PL
SPARKS ST
MARIPOSA ST
S MAIN ST
PROVIDENCIA AVE
GRIFFITH PARK DR
LOMITA ST
PALM AVE
CLARK AVE
W OLIVE AVE
OAK ST
HARVARD RD
E WALNUT AVE
N SUNSET CANYON DR
COUNTRY CLUB DRIVE
TUJUNGA AVE
ELMWOOD
ALAMEDA AVE
S FLOWER ST
AM Peak Hour Distribution
150
75
37.5
0
.33
.67
1
Miles


CANTARA ST
STRATHERN ST
STAGG ST
SATICOY ST
VALERIO ST
SHERMAN WAY
OXNARD ST
HATTERAS ST
MAGNOLIA BLVD
W ALLAN AVE
JEFFRIES AVE
W VICTORY BLVD
PACIFIC AVE
MONTEREY AVE
W BURBANK BLVD
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CHANDLER BLVD
W MAGNOLIA BLVD
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SAN FERNANDO RD
N GLENOAKS BLVD
SCOTT RD
N KENNETH RD
HAVEN WAY
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LANARK ST
GARMO AVE
ARVILLA AVE
LOCKHEED DR
AVON ST
N BUENA VISTA ST
REESE PL
IRVING DR
GROTON DR
ETON DR
N BEL AIRE DR
CAMBRIDGE DR
ANDOVER DR
BETHANY RD
E WALNUT AVE
HARVARD RD
N SUNSET CANYON DR
COUNTRY CLUB DRIVE
TUJUNGA AVE
GRISMER AVE
MYERS ST
NAOMI ST
N ONTARIO ST
N LINCOLN ST
VALPREDA ST
GRINNELL DR
CYPRESS AVE
E OLIVE AVE
E ANGELENO AVE
E VERDUGO AVE
SANTA ANITA AVE
ORANGE GROVE AVE
S KENNETH RD
ALAMEDA AVE
ELMWOOD
6TH ST GLENWOOD RD
N 3RD ST
N 1ST ST
S 1ST ST
S 3RD ST
S FLOWER ST
S MAIN ST
PROVIDENCIA AVE
MARIPOSA ST
SPARKS ST
PARISH PL
PALM AVE
CLARK AVE
W OLIVE AVE
GRIFFITH PARK DR
LOMITA ST
CATALINA AVE
FLORENCE ST
N FAIRVIEW ST
N CALIFORNIA ST
N PASS AVE
LEDGE AVE
MAPLE ST
ONTARIO ST
CAHUENGA BLVD
CLYBOURN AVE
WHITNALL HWY
RIVERTON AVE
VINELAND AVE
FAIR AVE
BECK AVE
COLFAX AVE
N HAYVENHURST AVE
W EMPIRE AVE
BURBANK AIRPORT ACCESS RD
PM Peak Hour Distribution
150 75 37.5
0 .3 .6 .9
Miles

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	14	2	32	14	0	11	0	12	0	0	0
Future Vol, veh/h	0	14	2	32	14	0	11	0	12	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	15	2	35	15	0	12	0	13	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	15	0	0	17	0	0	101	101	16	108	102	15
Stage 1	-	-	-	-	-	-	16	16	-	85	85	-
Stage 2	-	-	-	-	-	-	85	85	-	23	17	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1603	-	-	1600	-	-	880	789	1063	871	788	1065
Stage 1	-	-	-	-	-	-	1004	882	-	923	824	-
Stage 2	-	-	-	-	-	-	923	824	-	995	881	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1603	-	-	1600	-	-	865	772	1063	846	771	1065
Mov Cap-2 Maneuver	-	-	-	-	-	-	865	772	-	846	771	-
Stage 1	-	-	-	-	-	-	1004	882	-	923	806	-
Stage 2	-	-	-	-	-	-	903	806	-	983	881	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	5.1	8.9	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	958	1603	-	-	1600	-	-	-
HCM Lane V/C Ratio	0.026	-	-	-	0.022	-	-	-
HCM Control Delay (s)	8.9	0	-	-	7.3	0	-	0
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	912	133	32	433	0	0
Future Volume (veh/h)	912	133	32	433	0	0
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870		
Adj Flow Rate, veh/h	991	145	35	471		
Peak Hour Factor	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2		
Cap, veh/h	3318	1480	515	3318		
Arrive On Green	0.93	0.93	1.00	1.00		
Sat Flow, veh/h	3647	1585	495	3647		
Grp Volume(v), veh/h	991	145	35	471		
Grp Sat Flow(s),veh/h/ln	1777	1585	495	1777		
Q Serve(g_s), s	2.8	0.7	0.2	0.0		
Cycle Q Clear(g_c), s	2.8	0.7	3.1	0.0		
Prop In Lane		1.00	1.00			
Lane Grp Cap(c), veh/h	3318	1480	515	3318		
V/C Ratio(X)	0.30	0.10	0.07	0.14		
Avail Cap(c_a), veh/h	3318	1480	515	3318		
HCM Platoon Ratio	1.00	1.00	2.00	2.00		
Upstream Filter(I)	1.00	1.00	0.88	0.88		
Uniform Delay (d), s/veh	0.3	0.3	0.0	0.0		
Incr Delay (d2), s/veh	0.2	0.1	0.2	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(85%),veh/ln	0.2	0.1	0.1	0.1		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.6	0.4	0.3	0.1		
LnGrp LOS	A	A	A	A		
Approach Vol, veh/h	1136			506		
Approach Delay, s/veh	0.5			0.1		
Approach LOS	A			A		

Timer - Assigned Phs	2	6
Phs Duration (G+Y+Rc), s	110.0	110.0
Change Period (Y+Rc), s	7.3	7.3
Max Green Setting (Gmax), s	102.7	102.7
Max Q Clear Time (g_c+I1), s	5.1	4.8
Green Ext Time (p_c), s	4.2	10.3

Intersection Summary	
HCM 6th Ctrl Delay	0.4
HCM 6th LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	901	0	0	386	84	54
Future Volume (veh/h)	901	0	0	386	84	54
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	0	0	1870	1870	1870
Adj Flow Rate, veh/h	979	0	0	420	91	59
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	0	2	2	2
Cap, veh/h	2542	0	0	2542	314	280
Arrive On Green	0.24	0.00	0.00	0.72	0.18	0.18
Sat Flow, veh/h	3741	0	0	3741	1781	1585
Grp Volume(v), veh/h	979	0	0	420	91	59
Grp Sat Flow(s),veh/h/ln	1777	0	0	1777	1781	1585
Q Serve(g_s), s	25.5	0.0	0.0	4.2	4.9	3.5
Cycle Q Clear(g_c), s	25.5	0.0	0.0	4.2	4.9	3.5
Prop In Lane		0.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	2542	0	0	2542	314	280
V/C Ratio(X)	0.39	0.00	0.00	0.17	0.29	0.21
Avail Cap(c_a), veh/h	2542	0	0	2542	314	280
HCM Platoon Ratio	0.33	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.7	0.0	0.0	5.0	39.3	38.8
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	2.3	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	15.7	0.0	0.0	2.6	3.9	2.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.8	0.0	0.0	5.2	41.6	40.5
LnGrp LOS	C	A	A	A	D	D
Approach Vol, veh/h	979			420	150	
Approach Delay, s/veh	21.8			5.2	41.2	
Approach LOS	C			A	D	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		86.0		24.0		86.0
Change Period (Y+Rc), s		7.3		4.6		7.3
Max Green Setting (Gmax), s		24.7		19.4		46.7
Max Q Clear Time (g_c+I1), s		6.2		6.9		27.5
Green Ext Time (p_c), s		2.6		0.2		7.0

Intersection Summary			
HCM 6th Ctrl Delay		19.2	
HCM 6th LOS		B	

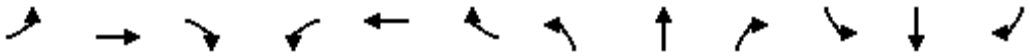
Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	153	0	0	0	0	904	138	0	1212	0
Future Vol, veh/h	0	0	153	0	0	0	0	904	138	0	1212	0
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	-	-	0	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	166	0	0	0	0	983	150	0	1317	0

Major/Minor	Minor2						Major1			Major2		
Conflicting Flow All	-	-	659				-	0	0	-	-	0
Stage 1	-	-	-				-	-	-	-	-	-
Stage 2	-	-	-				-	-	-	-	-	-
Critical Hdwy	-	-	6.94				-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-				-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-				-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32				-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	406				0	-	-	0	-	0
Stage 1	0	0	-				0	-	-	0	-	0
Stage 2	0	0	-				0	-	-	0	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	0	406				-	-	-	-	-	-
Mov Cap-2 Maneuver	-	0	-				-	-	-	-	-	-
Stage 1	-	0	-				-	-	-	-	-	-
Stage 2	-	0	-				-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBT
Capacity (veh/h)	-	-	406	-
HCM Lane V/C Ratio	-	-	0.41	-
HCM Control Delay (s)	-	-	19.9	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	2	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	1	18	37	4	48	29	944	104	192	1937	27
Future Volume (veh/h)	7	1	18	37	4	48	29	944	104	192	1937	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	8	1	20	40	4	52	32	1026	113	209	2105	29
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	131	150	127	176	142	127	245	2225	245	464	3718	51
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.05	0.69	0.69	0.07	0.72	0.72
Sat Flow, veh/h	1348	1870	1585	1391	1777	1585	1781	3228	355	1781	5190	71
Grp Volume(v), veh/h	8	1	20	40	4	52	32	565	574	209	1380	754
Grp Sat Flow(s),veh/h/ln	1348	1870	1585	1391	1777	1585	1781	1777	1806	1781	1702	1858
Q Serve(g_s), s	0.6	0.1	1.3	3.0	0.2	3.4	0.5	15.9	15.9	3.5	21.3	21.3
Cycle Q Clear(g_c), s	4.1	0.1	1.3	3.1	0.2	3.4	0.5	15.9	15.9	3.5	21.3	21.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.20	1.00		0.04
Lane Grp Cap(c), veh/h	131	150	127	176	142	127	245	1225	1245	464	2439	1331
V/C Ratio(X)	0.06	0.01	0.16	0.23	0.03	0.41	0.13	0.46	0.46	0.45	0.57	0.57
Avail Cap(c_a), veh/h	342	442	375	394	420	375	295	1225	1245	640	2439	1331
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.1	46.6	47.1	48.0	46.7	48.1	5.8	7.8	7.8	5.5	7.4	7.4
Incr Delay (d2), s/veh	0.2	0.0	0.6	0.6	0.1	2.1	0.2	1.3	1.2	0.5	1.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	0.4	0.0	1.0	1.9	0.2	2.6	0.3	8.4	8.5	2.0	9.8	10.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.3	46.6	47.7	48.6	46.7	50.2	6.0	9.0	9.0	6.0	8.4	9.2
LnGrp LOS	D	D	D	D	D	D	A	A	A	A	A	A
Approach Vol, veh/h		29			96			1171			2343	
Approach Delay, s/veh		48.4			49.4			8.9			8.4	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.9	85.3		14.8	12.9	82.3		14.8				
Change Period (Y+Rc), s	4.9	6.5		6.0	4.9	6.5		6.0				
Max Green Setting (Gmax), s	8.1	58.5		26.0	18.9	47.7		26.0				
Max Q Clear Time (g_c+I1), s	2.5	23.3		5.4	5.5	17.9		6.1				
Green Ext Time (p_c), s	0.0	22.8		0.3	0.3	9.2		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			10.0									
HCM 6th LOS			B									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	50	161	134	105	67	152	831	185	135	1474	330
Future Volume (veh/h)	180	50	161	134	105	67	152	831	185	135	1474	330
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	196	54	175	146	114	73	165	903	201	147	1602	359
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	505	153	129	290	175	105	445	2388	1209	270	1421	634
Arrive On Green	0.09	0.08	0.08	0.09	0.08	0.08	0.43	1.00	1.00	0.40	0.40	0.40
Sat Flow, veh/h	3456	1870	1585	1781	2139	1278	1781	3554	1585	511	3554	1585
Grp Volume(v), veh/h	196	54	175	146	93	94	165	903	201	147	1602	359
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1781	1777	1640	1781	1777	1585	511	1777	1585
Q Serve(g_s), s	5.5	3.0	5.8	8.1	5.6	6.1	2.2	0.0	0.0	26.7	44.0	13.2
Cycle Q Clear(g_c), s	5.5	3.0	5.8	8.1	5.6	6.1	2.2	0.0	0.0	26.7	44.0	13.2
Prop In Lane	1.00		1.00	1.00		0.78	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	505	153	129	290	146	134	445	2388	1209	270	1421	634
V/C Ratio(X)	0.39	0.35	1.35	0.50	0.64	0.70	0.37	0.38	0.17	0.55	1.13	0.57
Avail Cap(c_a), veh/h	506	425	360	290	404	373	445	2388	1209	270	1421	634
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.1	47.8	21.0	41.1	48.9	49.2	25.1	0.0	0.0	27.8	33.0	11.9
Incr Delay (d2), s/veh	0.5	1.4	168.9	0.5	4.6	6.4	0.3	0.4	0.3	7.7	66.8	3.6
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(85%),veh/ln	4.0	2.6	14.0	5.6	4.4	4.5	4.2	0.2	0.2	5.8	40.5	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.6	49.1	189.9	41.6	53.6	55.5	25.4	0.4	0.3	35.5	99.8	15.5
LnGrp LOS	D	D	F	D	D	E	C	A	A	D	F	B
Approach Vol, veh/h		425			333			1269			2108	
Approach Delay, s/veh		103.2			48.9			3.6			80.9	
Approach LOS		F			D			A			F	

Timer - Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	29.9	50.5	14.6	15.0		80.4	14.6	15.0
Change Period (Y+Rc), s	6.5	* 6.5	4.6	6.0		6.5	4.6	6.0
Max Green Setting (Gmax), s	9.3	* 44	10.0	25.0		57.9	10.0	25.0
Max Q Clear Time (g_c+I1), s	14.2	46.0	7.5	8.1		2.0	10.1	7.8
Green Ext Time (p_c), s	0.1	0.0	0.1	0.9		9.2	0.0	0.8

Intersection Summary	
HCM 6th Ctrl Delay	56.9
HCM 6th LOS	E

Notes

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

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	9	63	50	24	104	62	784	72	30	1426	32
Future Volume (veh/h)	81	9	63	50	24	104	62	784	72	30	1426	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	88	10	68	54	26	113	67	852	78	33	1550	35
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	180	35	239	234	52	225	403	1601	147	338	2312	52
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.45	0.97	0.97	0.38	0.90	0.90
Sat Flow, veh/h	1250	207	1409	1321	305	1326	1781	3292	301	1781	5138	116
Grp Volume(v), veh/h	88	0	78	54	0	139	67	460	470	33	1027	558
Grp Sat Flow(s),veh/h/ln	1250	0	1617	1321	0	1632	1781	1777	1816	1781	1702	1849
Q Serve(g_s), s	7.6	0.0	4.6	4.1	0.0	8.5	2.5	1.6	1.6	1.3	8.4	8.4
Cycle Q Clear(g_c), s	16.1	0.0	4.6	8.7	0.0	8.5	2.5	1.6	1.6	1.3	8.4	8.4
Prop In Lane	1.00		0.87	1.00		0.81	1.00		0.17	1.00		0.06
Lane Grp Cap(c), veh/h	180	0	274	234	0	276	403	864	883	338	1532	832
V/C Ratio(X)	0.49	0.00	0.28	0.23	0.00	0.50	0.17	0.53	0.53	0.10	0.67	0.67
Avail Cap(c_a), veh/h	332	0	470	394	0	475	403	864	883	338	1532	832
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.51	0.51	0.51
Uniform Delay (d), s/veh	48.8	0.0	39.9	43.7	0.0	41.5	24.0	0.8	0.8	28.1	3.4	3.4
Incr Delay (d2), s/veh	2.0	0.0	0.6	0.5	0.0	1.4	0.9	2.3	2.3	0.3	1.2	2.2
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(85%),veh/ln	4.1	0.0	3.3	2.5	0.0	5.5	2.0	1.6	1.6	1.1	2.6	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.8	0.0	40.4	44.2	0.0	42.9	24.9	3.1	3.1	28.4	4.7	5.7
LnGrp LOS	D	A	D	D	A	D	C	A	A	C	A	A
Approach Vol, veh/h		166			193			997			1618	
Approach Delay, s/veh		45.9			43.3			4.6			5.5	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	30.4	56.0		23.6	26.4	60.0		23.6
Change Period (Y+Rc), s	5.5	6.5		5.0	5.5	6.5		5.0
Max Green Setting (Gmax), s	11.5	49.5		32.0	7.5	53.5		32.0
Max Q Clear Time (g_c+I1), s	14.5	10.4		10.7	3.3	3.6		18.1
Green Ext Time (p_c), s	0.0	15.9		0.9	0.0	7.5		0.6

Intersection Summary	
HCM 6th Ctrl Delay	9.9
HCM 6th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	3	6	0	0	11	11	1021	3	44	1247	73
Future Volume (veh/h)	11	3	6	0	0	11	11	1021	3	44	1247	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	3	7	0	0	12	12	1110	3	48	1355	79
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	140	26	61	0	99	468	40	2863	8	432	2770	1235
Arrive On Green	0.05	0.05	0.05	0.00	0.00	0.05	0.02	0.54	0.54	0.49	1.00	1.00
Sat Flow, veh/h	1402	498	1163	0	1870	1585	1781	5258	14	1781	3554	1585
Grp Volume(v), veh/h	12	0	10	0	0	12	12	719	394	48	1355	79
Grp Sat Flow(s),veh/h/ln	1402	0	1661	0	1870	1585	1781	1702	1868	1781	1777	1585
Q Serve(g_s), s	0.9	0.0	0.6	0.0	0.0	0.0	0.7	13.4	13.4	1.6	0.0	0.0
Cycle Q Clear(g_c), s	0.9	0.0	0.6	0.0	0.0	0.0	0.7	13.4	13.4	1.6	0.0	0.0
Prop In Lane	1.00		0.70	0.00		1.00	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	140	0	88	0	99	468	40	1854	1017	432	2770	1235
V/C Ratio(X)	0.09	0.00	0.11	0.00	0.00	0.03	0.30	0.39	0.39	0.11	0.49	0.06
Avail Cap(c_a), veh/h	397	0	393	0	444	761	131	1854	1017	432	2770	1235
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.8	0.0	49.6	0.0	0.0	27.5	52.9	14.5	14.5	21.9	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.6	0.0	0.0	0.0	4.2	0.6	1.1	0.1	0.6	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(85%),veh/ln	0.6	0.0	0.5	0.0	0.0	0.7	0.7	7.5	8.3	1.2	0.4	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.0	0.0	50.2	0.0	0.0	27.5	57.1	15.1	15.6	22.0	0.6	0.1
LnGrp LOS	D	A	D	A	A	C	E	B	B	C	A	A
Approach Vol, veh/h		22			12			1125			1482	
Approach Delay, s/veh		50.1			27.5			15.7			1.3	
Approach LOS		D			C			B			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.4	92.2		10.4	33.2	66.4		10.4
Change Period (Y+Rc), s	4.9	6.5		4.6	6.5	* 6.5		* 4.6
Max Green Setting (Gmax), s	8.1	59.9		26.0	8.1	* 60		* 26
Max Q Clear Time (g_c+I1), s	2.7	2.0		2.9	3.6	15.4		2.0
Green Ext Time (p_c), s	0.0	16.2		0.0	0.0	9.7		0.0

Intersection Summary	
HCM 6th Ctrl Delay	8.0
HCM 6th LOS	A

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	265	662	63	58	407	101	29	661	55	207	546	236
Future Volume (veh/h)	265	662	63	58	407	101	29	661	55	207	546	236
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	288	720	68	63	442	110	32	718	60	225	593	257
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	465	1303	671	317	1073	648	287	966	529	316	1144	711
Arrive On Green	0.13	0.37	0.37	0.06	0.30	0.30	0.06	0.27	0.27	0.11	0.32	0.32
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	288	720	68	63	442	110	32	718	60	225	593	257
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	11.7	17.7	2.8	2.6	10.9	4.9	1.4	20.3	2.9	9.6	14.9	11.7
Cycle Q Clear(g_c), s	11.7	17.7	2.8	2.6	10.9	4.9	1.4	20.3	2.9	9.6	14.9	11.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	465	1303	671	317	1073	648	287	966	529	316	1144	711
V/C Ratio(X)	0.62	0.55	0.10	0.20	0.41	0.17	0.11	0.74	0.11	0.71	0.52	0.36
Avail Cap(c_a), veh/h	537	1303	671	336	1073	648	348	966	529	392	1144	711
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.2	27.7	19.1	23.6	30.6	20.7	25.7	36.5	25.4	26.2	30.4	20.0
Incr Delay (d2), s/veh	0.9	1.7	0.3	0.1	1.2	0.6	0.1	4.7	0.4	3.0	1.7	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(85%),veh/ln	7.2	10.6	2.0	2.0	7.1	3.3	1.0	12.3	2.1	6.4	9.3	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.1	29.4	19.4	23.7	31.8	21.2	25.7	41.2	25.7	29.2	32.0	21.4
LnGrp LOS	C	C	B	C	C	C	C	D	C	C	C	C
Approach Vol, veh/h		1076			615			810			1075	
Approach Delay, s/veh		26.8			29.1			39.4			28.9	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.4	46.3	10.8	41.4	18.5	39.2	16.3	35.9
Change Period (Y+Rc), s	4.6	6.0	4.6	6.0	4.6	6.0	4.6	6.0
Max Green Setting (Gmax), s	8.0	35.4	10.0	35.4	18.4	25.0	16.4	29.0
Max Q Clear Time (g_c+I1), s	14.6	19.7	3.4	16.9	13.7	12.9	11.6	22.3
Green Ext Time (p_c), s	0.0	4.7	0.0	4.8	0.2	2.6	0.1	2.8

Intersection Summary	
HCM 6th Ctrl Delay	30.7
HCM 6th LOS	C

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	381	92	126	106	126	37	598	21	184	1038	221
Future Volume (veh/h)	65	381	92	126	106	126	37	598	21	184	1038	221
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	71	414	100	137	115	137	40	650	23	200	1128	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	538	1022	245	382	1299	783	69	1050	37	229	1432	
Arrive On Green	0.05	0.36	0.36	0.05	0.37	0.37	0.04	0.30	0.30	0.13	0.40	0.00
Sat Flow, veh/h	1781	2844	681	1781	3554	1585	1781	3501	124	1781	3554	1585
Grp Volume(v), veh/h	71	257	257	137	115	137	40	330	343	200	1128	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1748	1781	1777	1585	1781	1777	1848	1781	1777	1585
Q Serve(g_s), s	2.7	11.9	12.1	5.4	2.3	0.9	2.4	17.5	17.6	12.1	30.5	0.0
Cycle Q Clear(g_c), s	2.7	11.9	12.1	5.4	2.3	0.9	2.4	17.5	17.6	12.1	30.5	0.0
Prop In Lane	1.00		0.39	1.00		1.00	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	538	638	628	382	1299	783	69	533	554	229	1432	
V/C Ratio(X)	0.13	0.40	0.41	0.36	0.09	0.17	0.58	0.62	0.62	0.87	0.79	
Avail Cap(c_a), veh/h	549	638	628	382	1299	783	97	533	554	243	1432	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	20.1	26.4	26.5	21.3	22.9	8.1	52.0	33.1	33.1	47.0	28.7	0.0
Incr Delay (d2), s/veh	0.0	1.9	2.0	0.2	0.1	0.5	2.9	5.3	5.1	27.0	4.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	2.0	7.8	7.8	3.8	1.8	2.3	2.0	11.3	11.6	9.8	17.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.2	28.3	28.4	21.5	23.0	8.5	54.9	38.4	38.2	74.1	33.2	0.0
LnGrp LOS	C	C	C	C	C	A	D	D	D	E	C	
Approach Vol, veh/h		585			389			713			1328	A
Approach Delay, s/veh		27.4			17.4			39.2			39.3	
Approach LOS		C			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.6	45.7	8.8	50.3	9.9	46.4	20.2	39.0
Change Period (Y+Rc), s	4.6	6.0	4.6	6.0	4.6	6.0	6.0	* 6
Max Green Setting (Gmax), s	6.0	34.4	6.0	42.4	6.0	34.4	15.0	* 33
Max Q Clear Time (g_c+I1), s	7.4	14.1	4.4	32.5	4.7	4.3	14.1	19.6
Green Ext Time (p_c), s	0.0	4.3	0.0	7.4	0.0	1.8	0.1	4.7

Intersection Summary	
HCM 6th Ctrl Delay	34.2
HCM 6th LOS	C

Notes

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

User approved changes to right turn type.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	264	83	434	375	50	61	384	668	84	726	33
Future Volume (veh/h)	27	264	83	434	375	50	61	384	668	84	726	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	29	287	90	472	408	54	66	417	544	91	789	36
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	425	1157	516	551	1431	188	150	905	656	177	926	42
Arrive On Green	0.03	0.33	0.33	0.16	0.45	0.45	0.02	0.08	0.08	0.05	0.27	0.27
Sat Flow, veh/h	1781	3554	1585	3456	3157	415	1781	3554	1585	3456	3461	158
Grp Volume(v), veh/h	29	287	90	472	229	233	66	417	544	91	405	420
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1796	1781	1777	1585	1728	1777	1842
Q Serve(g_s), s	1.2	6.5	4.5	14.6	8.9	9.0	3.3	12.3	19.9	2.8	23.8	23.8
Cycle Q Clear(g_c), s	1.2	6.5	4.5	14.6	8.9	9.0	3.3	12.3	19.9	2.8	23.8	23.8
Prop In Lane	1.00		1.00	1.00		0.23	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	425	1157	516	551	805	814	150	905	656	177	475	493
V/C Ratio(X)	0.07	0.25	0.17	0.86	0.28	0.29	0.44	0.46	0.83	0.51	0.85	0.85
Avail Cap(c_a), veh/h	466	1157	516	785	805	814	163	905	656	188	475	493
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.82	0.82	0.82	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.1	27.2	26.5	45.0	18.9	18.9	37.1	43.2	15.7	50.9	38.2	38.2
Incr Delay (d2), s/veh	0.0	0.5	0.7	5.9	0.9	0.9	1.2	1.4	9.7	1.7	17.3	16.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	0.9	4.6	3.2	9.4	5.9	6.0	2.7	8.4	12.9	2.3	16.2	16.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.1	27.7	27.2	50.9	19.8	19.8	38.3	44.6	25.4	52.6	55.5	55.1
LnGrp LOS	C	C	C	D	B	B	D	D	C	D	E	E
Approach Vol, veh/h		406			934			1027			916	
Approach Delay, s/veh		27.3			35.5			34.0			55.0	
Approach LOS		C			D			C			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.5	41.8	10.2	35.4	8.5	55.8	11.6	34.0
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	6.0	* 6
Max Green Setting (Gmax), s	25.0	29.0	6.0	28.0	6.0	48.0	6.0	* 28
Max Q Clear Time (g_c+I1), s	10.6	8.5	5.3	25.8	3.2	11.0	4.8	21.9
Green Ext Time (p_c), s	0.9	2.1	0.0	1.1	0.0	3.0	0.0	3.0

Intersection Summary	
HCM 6th Ctrl Delay	39.5
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	581	297	135	784	1202	245
Future Volume (veh/h)	581	297	135	784	1202	245
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	632	323	147	852	1307	266
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	796	365	176	2357	1813	809
Arrive On Green	0.23	0.23	0.10	0.66	0.68	0.68
Sat Flow, veh/h	3456	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	632	323	147	852	1307	266
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1777	1777	1585
Q Serve(g_s), s	19.0	21.7	8.9	11.7	25.5	7.6
Cycle Q Clear(g_c), s	19.0	21.7	8.9	11.7	25.5	7.6
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	796	365	176	2357	1813	809
V/C Ratio(X)	0.79	0.89	0.84	0.36	0.72	0.33
Avail Cap(c_a), veh/h	858	393	227	2357	1813	809
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.56	0.56
Uniform Delay (d), s/veh	39.9	40.9	48.7	8.2	12.7	9.9
Incr Delay (d2), s/veh	5.1	20.1	15.3	0.4	1.4	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	11.6	24.1	7.0	6.5	10.2	3.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	44.9	61.0	64.0	8.6	14.2	10.5
LnGrp LOS	D	E	E	A	B	B
Approach Vol, veh/h	955			999	1573	
Approach Delay, s/veh	50.4			16.8	13.5	
Approach LOS	D			B	B	

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	79.0		31.0	16.8	62.1
Change Period (Y+Rc), s	6.0		* 5.7	6.0	6.0
Max Green Setting (Gmax), s	71.0		* 27	14.0	51.0
Max Q Clear Time (g_c+I1), s	13.7		23.7	10.9	27.5
Green Ext Time (p_c), s	11.2		1.7	0.1	15.5

Intersection Summary	
HCM 6th Ctrl Delay	24.4
HCM 6th LOS	C

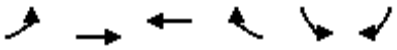
Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	188	391	277	103	254	152	100	541	53	195	1166	124
Future Volume (veh/h)	188	391	277	103	254	152	100	541	53	195	1166	124
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	204	425	301	112	276	165	109	588	58	212	1267	135
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	393	947	422	295	827	369	201	1393	621	435	1518	677
Arrive On Green	0.09	0.27	0.27	0.06	0.23	0.23	0.05	0.39	0.39	0.09	0.43	0.43
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	204	425	301	112	276	165	109	588	58	212	1267	135
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	9.4	11.0	18.9	5.2	7.1	9.8	4.0	13.3	2.5	7.6	34.9	5.9
Cycle Q Clear(g_c), s	9.4	11.0	18.9	5.2	7.1	9.8	4.0	13.3	2.5	7.6	34.9	5.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	393	947	422	295	827	369	201	1393	621	435	1518	677
V/C Ratio(X)	0.52	0.45	0.71	0.38	0.33	0.45	0.54	0.42	0.09	0.49	0.83	0.20
Avail Cap(c_a), veh/h	393	947	422	295	827	369	228	1393	621	479	1518	677
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.7	33.6	36.5	29.6	35.1	36.1	24.2	24.4	21.1	17.5	28.0	19.7
Incr Delay (d2), s/veh	0.9	1.5	9.8	0.6	1.1	3.9	1.7	0.9	0.3	0.6	5.6	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	6.2	7.2	11.4	3.8	5.1	6.3	3.1	8.2	1.8	4.9	19.7	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.6	35.2	46.4	30.2	36.2	40.0	25.8	25.3	21.4	18.1	33.6	20.4
LnGrp LOS	C	D	D	C	D	D	C	C	C	B	C	C
Approach Vol, veh/h		930			553			755			1614	
Approach Delay, s/veh		37.3			36.1			25.1			30.5	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	35.3	10.4	53.0	15.0	31.6	14.3	49.1
Change Period (Y+Rc), s	4.6	6.0	4.6	6.0	4.6	6.0	4.6	6.0
Max Green Setting (Gmax), s	6.7	27.7	7.4	47.0	10.4	24.0	12.4	42.0
Max Q Clear Time (g_c+I1), s	7.2	20.9	6.0	36.9	11.4	11.8	9.6	15.3
Green Ext Time (p_c), s	0.0	2.2	0.0	6.4	0.0	1.8	0.1	4.5

Intersection Summary	
HCM 6th Ctrl Delay	31.9
HCM 6th LOS	C



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	458	1102	412	10	29	315
Future Volume (veh/h)	458	1102	412	10	29	315
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	498	1198	448	11	0	376
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	763	2488	1738	43	344	613
Arrive On Green	0.17	0.70	0.49	0.49	0.00	0.19
Sat Flow, veh/h	1781	3647	3638	87	1781	3170
Grp Volume(v), veh/h	498	1198	224	235	0	376
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1855	1781	1585
Q Serve(g_s), s	11.3	13.7	6.6	6.6	0.0	9.8
Cycle Q Clear(g_c), s	11.3	13.7	6.6	6.6	0.0	9.8
Prop In Lane	1.00			0.05	1.00	1.00
Lane Grp Cap(c), veh/h	763	2488	871	910	344	613
V/C Ratio(X)	0.65	0.48	0.26	0.26	0.00	0.61
Avail Cap(c_a), veh/h	1161	2488	871	910	344	613
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.4	6.1	13.4	13.4	0.0	33.2
Incr Delay (d2), s/veh	1.0	0.7	0.7	0.7	0.0	4.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	5.8	6.6	4.4	4.6	0.0	6.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.3	6.8	14.1	14.1	0.0	37.8
LnGrp LOS	A	A	B	B	A	D
Approach Vol, veh/h		1696	459		376	
Approach Delay, s/veh		7.2	14.1		37.8	
Approach LOS		A	B		D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	18.9	49.1		22.0		68.0
Change Period (Y+Rc), s	4.0	* 5		4.6		* 5
Max Green Setting (Gmax), s	35.0	* 24		17.4		* 63
Max Q Clear Time (g_c+I1), s	13.3	8.6		11.8		15.7
Green Ext Time (p_c), s	1.6	2.4		0.8		12.3

Intersection Summary	
HCM 6th Ctrl Delay	13.0
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	191	559	34	175	446	78	41	580	72	190	1233	75
Future Volume (veh/h)	191	559	34	175	446	78	41	580	72	190	1233	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	208	608	37	190	485	85	45	630	78	207	1340	82
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	320	1354	82	275	1414	631	144	1656	205	363	1770	108
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.52	0.52	0.52	0.52	0.52	0.52
Sat Flow, veh/h	842	3403	207	785	3554	1585	377	3183	393	741	3402	208
Grp Volume(v), veh/h	208	317	328	190	485	85	45	351	357	207	698	724
Grp Sat Flow(s),veh/h/ln	842	1777	1833	785	1777	1585	377	1777	1800	741	1777	1833
Q Serve(g_s), s	25.2	14.4	14.4	25.7	10.5	3.8	11.8	13.0	13.0	25.5	34.2	34.4
Cycle Q Clear(g_c), s	35.6	14.4	14.4	40.2	10.5	3.8	46.2	13.0	13.0	38.6	34.2	34.4
Prop In Lane	1.00		0.11	1.00		1.00	1.00		0.22	1.00		0.11
Lane Grp Cap(c), veh/h	320	707	729	275	1414	631	144	925	936	363	925	954
V/C Ratio(X)	0.65	0.45	0.45	0.69	0.34	0.13	0.31	0.38	0.38	0.57	0.76	0.76
Avail Cap(c_a), veh/h	335	738	762	289	1476	659	144	925	936	363	925	954
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Uniform Delay (d), s/veh	35.5	24.3	24.3	39.0	23.1	21.1	39.2	15.8	15.8	27.3	20.8	20.9
Incr Delay (d2), s/veh	4.1	0.4	0.4	6.5	0.1	0.1	5.6	1.2	1.2	5.8	5.2	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	7.9	8.6	8.9	7.8	6.6	2.5	2.4	7.9	8.0	7.2	18.7	19.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.6	24.7	24.7	45.5	23.2	21.2	44.8	17.0	17.0	33.1	26.1	26.1
LnGrp LOS	D	C	C	D	C	C	D	B	B	C	C	C
Approach Vol, veh/h		853			760			753			1629	
Approach Delay, s/veh		28.4			28.6			18.6			27.0	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	61.7	48.3	61.7	48.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	55.3	45.7	55.3	45.7
Max Q Clear Time (g_c+I1), s	48.2	37.6	40.6	42.2
Green Ext Time (p_c), s	2.9	3.3	9.7	1.6

Intersection Summary	
HCM 6th Ctrl Delay	26.0
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	34	6	37	8	0	2	0	29	0	0	0
Future Vol, veh/h	0	34	6	37	8	0	2	0	29	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	37	7	40	9	0	2	0	32	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	9	0	0	44	0	0	130	130	41	146	133	9
Stage 1	-	-	-	-	-	-	41	41	-	89	89	-
Stage 2	-	-	-	-	-	-	89	89	-	57	44	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1611	-	-	1564	-	-	843	761	1030	823	758	1073
Stage 1	-	-	-	-	-	-	974	861	-	918	821	-
Stage 2	-	-	-	-	-	-	918	821	-	955	858	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1611	-	-	1564	-	-	826	741	1030	782	738	1073
Mov Cap-2 Maneuver	-	-	-	-	-	-	826	741	-	782	738	-
Stage 1	-	-	-	-	-	-	974	861	-	918	800	-
Stage 2	-	-	-	-	-	-	894	800	-	926	858	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	6.1	8.7	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1014	1611	-	-	1564	-	-	-
HCM Lane V/C Ratio	0.033	-	-	-	0.026	-	-	-
HCM Control Delay (s)	8.7	0	-	-	7.4	0	-	0
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1011	125	64	806	0	0
Future Volume (veh/h)	1011	125	64	806	0	0
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870		
Adj Flow Rate, veh/h	1099	136	70	876		
Peak Hour Factor	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2		
Cap, veh/h	3338	1489	471	3338		
Arrive On Green	0.94	0.94	1.00	1.00		
Sat Flow, veh/h	3647	1585	451	3647		
Grp Volume(v), veh/h	1099	136	70	876		
Grp Sat Flow(s),veh/h/ln	1777	1585	451	1777		
Q Serve(g_s), s	3.3	0.7	0.6	0.0		
Cycle Q Clear(g_c), s	3.3	0.7	3.9	0.0		
Prop In Lane		1.00	1.00			
Lane Grp Cap(c), veh/h	3338	1489	471	3338		
V/C Ratio(X)	0.33	0.09	0.15	0.26		
Avail Cap(c_a), veh/h	3338	1489	471	3338		
HCM Platoon Ratio	1.00	1.00	2.00	2.00		
Upstream Filter(I)	1.00	1.00	0.64	0.64		
Uniform Delay (d), s/veh	0.3	0.2	0.1	0.0		
Incr Delay (d2), s/veh	0.3	0.1	0.4	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(85%),veh/ln	0.2	0.1	0.1	0.1		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.6	0.4	0.5	0.1		
LnGrp LOS	A	A	A	A		
Approach Vol, veh/h	1235			946		
Approach Delay, s/veh	0.6			0.1		
Approach LOS	A			A		

Timer - Assigned Phs	2	6
Phs Duration (G+Y+Rc), s	120.0	120.0
Change Period (Y+Rc), s	7.3	7.3
Max Green Setting (Gmax), s	112.7	112.7
Max Q Clear Time (g_c+I1), s	5.9	5.3
Green Ext Time (p_c), s	9.7	12.1

Intersection Summary	
HCM 6th Ctrl Delay	0.4
HCM 6th LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1022	0	0	730	139	115
Future Volume (veh/h)	1022	0	0	730	139	115
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	0	0	1870	1870	1870
Adj Flow Rate, veh/h	1111	0	0	793	151	125
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	0	2	2	2
Cap, veh/h	2668	0	0	2668	267	238
Arrive On Green	0.25	0.00	0.00	0.75	0.15	0.15
Sat Flow, veh/h	3741	0	0	3741	1781	1585
Grp Volume(v), veh/h	1111	0	0	793	151	125
Grp Sat Flow(s),veh/h/ln	1777	0	0	1777	1781	1585
Q Serve(g_s), s	31.5	0.0	0.0	8.6	9.4	8.7
Cycle Q Clear(g_c), s	31.5	0.0	0.0	8.6	9.4	8.7
Prop In Lane		0.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	2668	0	0	2668	267	238
V/C Ratio(X)	0.42	0.00	0.00	0.30	0.57	0.53
Avail Cap(c_a), veh/h	2668	0	0	2668	267	238
HCM Platoon Ratio	0.33	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.1	0.0	0.0	4.8	47.4	47.1
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.3	8.4	8.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	19.0	0.0	0.0	4.6	7.1	6.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.2	0.0	0.0	5.1	55.8	55.1
LnGrp LOS	C	A	A	A	E	E
Approach Vol, veh/h	1111			793	276	
Approach Delay, s/veh	23.2			5.1	55.5	
Approach LOS	C			A	E	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	97.4		22.6		97.4
Change Period (Y+Rc), s	7.3		4.6		7.3
Max Green Setting (Gmax), s	36.1		18.0		46.7
Max Q Clear Time (g_c+I1), s	10.6		11.4		33.5
Green Ext Time (p_c), s	6.1		0.4		6.5

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

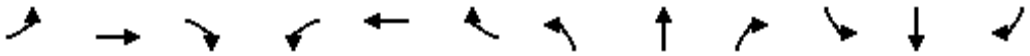
Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	184	0	0	0	0	1458	254	0	1192	0
Future Vol, veh/h	0	0	184	0	0	0	0	1458	254	0	1192	0
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	-	-	0	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	200	0	0	0	0	1585	276	0	1296	0

Major/Minor	Minor2						Major1			Major2		
Conflicting Flow All	-	-	648				-	0	0	-	-	0
Stage 1	-	-	-				-	-	-	-	-	-
Stage 2	-	-	-				-	-	-	-	-	-
Critical Hdwy	-	-	6.94				-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-				-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-				-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32				-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	413				0	-	-	0	-	0
Stage 1	0	0	-				0	-	-	0	-	0
Stage 2	0	0	-				0	-	-	0	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	0	413				-	-	-	-	-	-
Mov Cap-2 Maneuver	-	0	-				-	-	-	-	-	-
Stage 1	-	0	-				-	-	-	-	-	-
Stage 2	-	0	-				-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.6	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBT
Capacity (veh/h)	-	-	413	-
HCM Lane V/C Ratio	-	-	0.484	-
HCM Control Delay (s)	-	-	21.6	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	2.6	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	2	22	104	1	271	19	1566	42	67	1299	4
Future Volume (veh/h)	25	2	22	104	1	271	19	1566	42	67	1299	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	2	24	113	1	295	21	1702	46	73	1412	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	101	405	343	359	385	343	307	2041	55	189	3001	9
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.05	0.58	0.58	0.06	0.57	0.57
Sat Flow, veh/h	1083	1870	1585	1385	1777	1585	1781	3535	95	1781	5257	15
Grp Volume(v), veh/h	27	2	24	113	1	295	21	853	895	73	914	502
Grp Sat Flow(s),veh/h/ln	1083	1870	1585	1385	1777	1585	1781	1777	1853	1781	1702	1868
Q Serve(g_s), s	3.0	0.1	1.4	8.4	0.1	21.5	0.0	46.8	47.3	2.3	18.9	18.9
Cycle Q Clear(g_c), s	24.4	0.1	1.4	8.5	0.1	21.5	0.0	46.8	47.3	2.3	18.9	18.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.05	1.00		0.01
Lane Grp Cap(c), veh/h	101	405	343	359	385	343	307	1026	1070	189	1943	1066
V/C Ratio(X)	0.27	0.00	0.07	0.31	0.00	0.86	0.07	0.83	0.84	0.39	0.47	0.47
Avail Cap(c_a), veh/h	101	405	343	359	385	343	331	1026	1070	201	1943	1066
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.0	36.9	37.4	40.2	36.8	45.2	19.2	20.6	20.7	25.8	15.1	15.1
Incr Delay (d2), s/veh	1.4	0.0	0.1	0.5	0.0	19.1	0.1	7.8	7.8	1.0	0.8	1.5
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(85%),veh/ln	1.5	0.1	1.0	4.7	0.0	13.6	0.6	25.3	26.5	1.8	10.2	11.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.4	36.9	37.5	40.7	36.8	64.3	19.2	28.4	28.5	26.7	15.9	16.6
LnGrp LOS	E	D	D	D	D	E	B	C	C	C	B	B
Approach Vol, veh/h		53			409			1769			1489	
Approach Delay, s/veh		48.1			57.7			28.3			16.7	
Approach LOS		D			E			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.0	75.0		32.0	12.2	75.8		32.0				
Change Period (Y+Rc), s	6.5	* 6.5		6.0	4.9	6.5		6.0				
Max Green Setting (Gmax), s	8.1	* 69		26.0	8.1	68.5		26.0				
Max Q Clear Time (g_c+I1), s	2.0	20.9		23.5	4.3	49.3		26.4				
Green Ext Time (p_c), s	0.0	14.1		0.6	0.0	12.9		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		27.2	
HCM 6th LOS		C	

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	36	171	192	120	146	164	1186	127	54	1180	183
Future Volume (veh/h)	210	36	171	192	120	146	164	1186	127	54	1180	183
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	228	39	186	209	130	159	178	1289	138	59	1283	199
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	465	232	196	332	222	198	389	2308	1163	221	1522	679
Arrive On Green	0.08	0.12	0.12	0.08	0.12	0.12	0.33	1.00	1.00	0.43	0.43	0.43
Sat Flow, veh/h	3456	1870	1585	1781	1777	1585	1781	3554	1585	375	3554	1585
Grp Volume(v), veh/h	228	39	186	209	130	159	178	1289	138	59	1283	199
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1781	1777	1585	1781	1777	1585	375	1777	1585
Q Serve(g_s), s	6.7	2.2	9.7	10.1	8.3	11.7	2.3	0.0	0.0	12.8	38.8	6.8
Cycle Q Clear(g_c), s	6.7	2.2	9.7	10.1	8.3	11.7	2.3	0.0	0.0	12.8	38.8	6.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	465	232	196	332	222	198	389	2308	1163	221	1522	679
V/C Ratio(X)	0.49	0.17	0.95	0.63	0.59	0.80	0.46	0.56	0.12	0.27	0.84	0.29
Avail Cap(c_a), veh/h	466	390	330	332	372	332	389	2308	1163	221	1522	679
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.78	0.78	0.78	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.0	47.0	24.9	43.2	49.6	51.1	32.5	0.0	0.0	23.3	30.7	10.8
Incr Delay (d2), s/veh	0.8	0.3	25.1	2.9	2.5	7.4	0.5	0.8	0.2	2.9	5.9	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(85%),veh/ln	4.7	1.9	7.3	8.6	5.9	7.4	5.4	0.4	0.1	2.4	21.8	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.8	47.4	50.0	46.1	52.0	58.5	33.0	0.8	0.2	26.2	36.5	11.8
LnGrp LOS	D	D	D	D	D	E	C	A	A	C	D	B
Approach Vol, veh/h		453			498			1605			1541	
Approach Delay, s/veh		45.6			51.6			4.3			33.0	
Approach LOS		D			D			A			C	

Timer - Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	26.5	57.9	14.6	21.0		84.4	14.7	20.9
Change Period (Y+Rc), s	6.5	* 6.5	4.6	6.0		6.5	4.6	6.0
Max Green Setting (Gmax), s	11.5	* 51	10.0	25.1		67.8	10.1	25.0
Max Q Clear Time (g_c+I1), s	14.3	40.8	8.7	13.7		2.0	12.1	11.7
Green Ext Time (p_c), s	0.2	7.3	0.1	1.3		15.6	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	25.4
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	10	48	53	24	153	75	1134	34	18	1009	21
Future Volume (veh/h)	95	10	48	53	24	153	75	1134	34	18	1009	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	103	11	52	58	26	166	82	1233	37	20	1097	23
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	184	60	283	299	46	295	300	1864	56	211	2466	52
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.34	1.00	1.00	0.24	0.96	0.96
Sat Flow, veh/h	1191	284	1344	1339	219	1399	1781	3523	106	1781	5147	108
Grp Volume(v), veh/h	103	0	63	58	0	192	82	622	648	20	725	395
Grp Sat Flow(s),veh/h/ln	1191	0	1628	1339	0	1618	1781	1777	1851	1781	1702	1851
Q Serve(g_s), s	10.2	0.0	3.8	4.5	0.0	12.7	4.0	0.0	0.0	1.1	1.9	1.9
Cycle Q Clear(g_c), s	22.9	0.0	3.8	8.3	0.0	12.7	4.0	0.0	0.0	1.1	1.9	1.9
Prop In Lane	1.00		0.83	1.00		0.86	1.00		0.06	1.00		0.06
Lane Grp Cap(c), veh/h	184	0	343	299	0	341	300	940	980	211	1631	887
V/C Ratio(X)	0.56	0.00	0.18	0.19	0.00	0.56	0.27	0.66	0.66	0.09	0.44	0.44
Avail Cap(c_a), veh/h	251	0	434	375	0	432	300	940	980	211	1631	887
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.69	0.69	0.69
Uniform Delay (d), s/veh	52.7	0.0	38.9	42.3	0.0	42.4	34.4	0.0	0.0	40.7	1.3	1.3
Incr Delay (d2), s/veh	2.6	0.0	0.3	0.3	0.0	1.5	2.2	3.6	3.5	0.6	0.6	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(85%),veh/ln	5.0	0.0	2.8	2.7	0.0	7.6	3.3	1.7	1.7	0.9	1.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.3	0.0	39.1	42.6	0.0	43.9	36.6	3.6	3.5	41.4	1.9	2.5
LnGrp LOS	E	A	D	D	A	D	D	A	A	D	A	A
Approach Vol, veh/h		166			250			1352			1140	
Approach Delay, s/veh		49.2			43.6			5.6			2.8	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	25.7	64.0		30.3	19.7	70.0		30.3
Change Period (Y+Rc), s	5.5	6.5		5.0	5.5	6.5		5.0
Max Green Setting (Gmax), s	13.5	57.5		32.0	7.5	63.5		32.0
Max Q Clear Time (g_c+I1), s	10.0	3.9		14.7	3.1	2.0		24.9
Green Ext Time (p_c), s	0.1	10.0		1.2	0.0	12.5		0.3

Intersection Summary	
HCM 6th Ctrl Delay	10.3
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	0	24	0	0	49	11	1580	17	18	1290	67
Future Volume (veh/h)	83	0	24	0	0	49	11	1580	17	18	1290	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	90	0	26	0	0	53	12	1717	18	20	1402	73
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	174	0	134	0	158	134	39	3017	32	338	2702	1205
Arrive On Green	0.08	0.00	0.08	0.00	0.00	0.08	0.02	0.58	0.58	0.38	1.00	1.00
Sat Flow, veh/h	1351	0	1585	0	1870	1585	1781	5210	55	1781	3554	1585
Grp Volume(v), veh/h	90	0	26	0	0	53	12	1122	613	20	1402	73
Grp Sat Flow(s),veh/h/ln	1351	0	1585	0	1870	1585	1781	1702	1861	1781	1777	1585
Q Serve(g_s), s	7.8	0.0	1.8	0.0	0.0	3.8	0.8	24.8	24.8	0.9	0.0	0.0
Cycle Q Clear(g_c), s	7.8	0.0	1.8	0.0	0.0	3.8	0.8	24.8	24.8	0.9	0.0	0.0
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	174	0	134	0	158	134	39	1972	1078	338	2702	1205
V/C Ratio(X)	0.52	0.00	0.19	0.00	0.00	0.40	0.31	0.57	0.57	0.06	0.52	0.06
Avail Cap(c_a), veh/h	369	0	362	0	427	362	120	1972	1078	338	2702	1205
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.9	0.0	51.1	0.0	0.0	52.0	57.8	15.8	15.9	30.4	0.0	0.0
Incr Delay (d2), s/veh	2.4	0.0	0.7	0.0	0.0	1.9	4.3	1.2	2.2	0.1	0.7	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(85%),veh/ln	4.5	0.0	1.4	0.0	0.0	5.4	0.7	12.9	14.3	0.7	0.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.3	0.0	51.9	0.0	0.0	53.9	62.1	17.0	18.0	30.5	0.7	0.1
LnGrp LOS	E	A	D	A	A	D	E	B	B	C	A	A
Approach Vol, veh/h		116			53			1747			1495	
Approach Delay, s/veh		55.3			53.9			17.7			1.1	
Approach LOS		E			D			B			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.5	97.7		14.7	29.3	76.0		14.7
Change Period (Y+Rc), s	4.9	6.5		4.6	6.5	* 6.5		4.6
Max Green Setting (Gmax), s	8.1	68.5		27.4	7.1	* 70		27.4
Max Q Clear Time (g_c+I1), s	2.8	2.0		9.8	2.9	26.8		5.8
Green Ext Time (p_c), s	0.0	17.6		0.3	0.0	18.8		0.1

Intersection Summary	
HCM 6th Ctrl Delay	12.3
HCM 6th LOS	B

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	326	829	37	116	955	389	46	673	49	286	666	349
Future Volume (veh/h)	326	829	37	116	955	389	46	673	49	286	666	349
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	354	901	40	126	1038	423	50	732	53	311	724	379
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	545	1404	733	459	1113	726	180	711	615	318	1027	885
Arrive On Green	0.27	0.40	0.40	0.19	0.31	0.31	0.07	0.20	0.20	0.15	0.29	0.29
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	354	901	40	126	1038	423	50	732	53	311	724	379
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	16.3	24.7	1.1	0.0	34.0	6.3	2.8	24.0	0.0	16.8	21.8	4.0
Cycle Q Clear(g_c), s	16.3	24.7	1.1	0.0	34.0	6.3	2.8	24.0	0.0	16.8	21.8	4.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	545	1404	733	459	1113	726	180	711	615	318	1027	885
V/C Ratio(X)	0.65	0.64	0.05	0.27	0.93	0.58	0.28	1.03	0.09	0.98	0.70	0.43
Avail Cap(c_a), veh/h	545	1404	733	459	1113	726	208	711	615	318	1027	885
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.54	0.54	0.54	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.5	29.4	10.2	36.3	40.0	24.0	42.4	48.0	23.3	49.4	38.1	11.3
Incr Delay (d2), s/veh	2.1	2.3	0.1	0.1	14.9	3.4	0.2	32.8	0.1	43.9	4.1	1.5
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(85%),veh/ln	12.4	14.3	0.6	4.9	21.3	12.6	2.1	16.9	1.7	16.4	13.3	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.6	31.7	10.4	36.4	54.9	27.4	42.6	80.8	23.4	93.3	42.1	12.8
LnGrp LOS	D	C	B	D	D	C	D	F	C	F	D	B
Approach Vol, veh/h		1295			1587			835			1414	
Approach Delay, s/veh		32.9			46.1			74.9			45.5	
Approach LOS		C			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.1	53.4	12.7	40.7	36.9	43.6	23.4	30.0
Change Period (Y+Rc), s	4.6	6.0	4.6	6.0	4.6	6.0	6.0	* 6
Max Green Setting (Gmax), s	10.0	47.4	10.0	31.4	19.8	37.6	17.4	* 24
Max Q Clear Time (g_c+I1), s	12.0	26.7	4.8	23.8	18.3	36.0	18.8	26.0
Green Ext Time (p_c), s	0.1	6.7	0.0	3.7	0.1	1.2	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	47.3
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	269	72	64	259	462	56	1122	19	170	767	105
Future Volume (veh/h)	141	269	72	64	259	462	56	1122	19	170	767	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	153	292	78	70	282	502	61	1220	21	185	834	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	318	821	216	355	1022	641	138	1281	22	208	1413	
Arrive On Green	0.06	0.30	0.30	0.05	0.29	0.29	0.08	0.36	0.36	0.12	0.40	0.00
Sat Flow, veh/h	1781	2785	731	1781	3554	1585	1781	3575	62	1781	3554	1585
Grp Volume(v), veh/h	153	184	186	70	282	502	61	606	635	185	834	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1739	1781	1777	1585	1781	1777	1859	1781	1777	1585
Q Serve(g_s), s	0.0	9.8	10.1	0.0	7.4	19.1	3.9	39.9	39.9	12.3	22.2	0.0
Cycle Q Clear(g_c), s	0.0	9.8	10.1	0.0	7.4	19.1	3.9	39.9	39.9	12.3	22.2	0.0
Prop In Lane	1.00		0.42	1.00		1.00	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	318	524	513	355	1022	641	138	637	666	208	1413	
V/C Ratio(X)	0.48	0.35	0.36	0.20	0.28	0.78	0.44	0.95	0.95	0.89	0.59	
Avail Cap(c_a), veh/h	318	524	513	355	1022	641	144	637	666	208	1413	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	39.6	33.3	33.4	35.9	33.1	31.2	52.9	37.5	37.5	52.2	28.5	0.0
Incr Delay (d2), s/veh	0.4	1.9	2.0	0.1	0.7	9.3	0.8	25.7	25.0	34.6	1.8	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(85%),veh/ln	6.3	6.7	6.8	3.0	5.2	10.9	3.2	26.4	27.4	10.3	13.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.0	35.1	35.4	36.0	33.8	40.5	53.7	63.2	62.5	86.8	30.3	0.0
LnGrp LOS	D	D	D	D	C	D	D	E	E	F	C	
Approach Vol, veh/h		523			854			1302			1019	A
Approach Delay, s/veh		36.6			37.9			62.4			40.5	
Approach LOS		D			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.6	41.4	14.3	53.7	11.5	40.5	19.0	49.0
Change Period (Y+Rc), s	4.6	6.0	5.0	* 6	4.6	6.0	5.0	6.0
Max Green Setting (Gmax), s	6.0	35.4	9.7	* 48	6.9	34.5	14.0	43.0
Max Q Clear Time (g_c+I1), s	2.0	12.1	5.9	24.2	2.0	21.1	14.3	41.9
Green Ext Time (p_c), s	0.0	3.1	0.0	10.7	0.1	4.6	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	47.1
HCM 6th LOS	D

Notes

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

User approved changes to right turn type.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	361	90	565	574	150	111	812	872	104	516	52
Future Volume (veh/h)	45	361	90	565	574	150	111	812	872	104	516	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	49	392	98	614	624	163	121	883	711	113	561	57
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	355	1154	515	696	1355	353	149	829	689	169	783	79
Arrive On Green	0.04	0.32	0.32	0.20	0.49	0.49	0.02	0.08	0.08	0.05	0.24	0.24
Sat Flow, veh/h	1781	3554	1585	3456	2789	727	1781	3554	1585	3456	3258	330
Grp Volume(v), veh/h	49	392	98	614	397	390	121	883	711	113	305	313
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1739	1781	1777	1585	1728	1777	1811
Q Serve(g_s), s	2.2	10.0	5.3	20.7	17.8	17.8	6.0	28.0	27.5	3.9	18.9	19.0
Cycle Q Clear(g_c), s	2.2	10.0	5.3	20.7	17.8	17.8	6.0	28.0	27.5	3.9	18.9	19.0
Prop In Lane	1.00		1.00	1.00		0.42	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	355	1154	515	696	863	845	149	829	689	169	427	436
V/C Ratio(X)	0.14	0.34	0.19	0.88	0.46	0.46	0.81	1.06	1.03	0.67	0.71	0.72
Avail Cap(c_a), veh/h	373	1154	515	979	863	845	149	829	689	173	427	436
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.52	0.52	0.52	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.9	30.7	29.2	46.5	20.4	20.4	45.1	55.4	17.8	56.1	41.8	41.8
Incr Delay (d2), s/veh	0.1	0.8	0.8	6.5	1.8	1.8	15.6	42.1	33.4	8.6	9.8	9.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	1.7	6.6	3.7	12.7	10.6	10.4	2.2	22.3	21.3	3.3	12.6	12.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.0	31.5	30.0	53.0	22.2	22.2	60.8	97.4	51.2	64.7	51.6	51.6
LnGrp LOS	C	C	C	D	C	C	E	F	F	E	D	D
Approach Vol, veh/h		539			1401			1715			731	
Approach Delay, s/veh		30.7			35.7			75.7			53.6	
Approach LOS		C			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	45.0	11.0	34.9	9.8	64.3	11.9	34.0
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	6.0	* 6
Max Green Setting (Gmax), s	4.0	30.0	6.0	28.0	6.0	58.0	6.0	* 28
Max Q Clear Time (g_c+I1), s	2.2	12.0	8.0	21.0	4.2	19.8	5.9	30.0
Green Ext Time (p_c), s	1.4	2.7	0.0	2.2	0.0	5.9	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	53.7
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	774	332	234	1493	1245	360
Future Volume (veh/h)	774	332	234	1493	1245	360
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	841	361	254	1623	1353	391
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	909	417	280	2272	1537	686
Arrive On Green	0.26	0.26	0.16	0.64	0.58	0.58
Sat Flow, veh/h	3456	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	841	361	254	1623	1353	391
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1777	1777	1585
Q Serve(g_s), s	28.4	26.1	16.8	36.4	39.3	18.7
Cycle Q Clear(g_c), s	28.4	26.1	16.8	36.4	39.3	18.7
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	909	417	280	2272	1537	686
V/C Ratio(X)	0.93	0.87	0.91	0.71	0.88	0.57
Avail Cap(c_a), veh/h	930	427	282	2272	1537	686
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.71	0.71
Uniform Delay (d), s/veh	43.1	42.2	49.7	14.4	22.8	18.4
Incr Delay (d2), s/veh	14.6	16.8	30.2	2.0	5.5	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	17.8	27.8	13.1	18.2	18.8	8.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	57.7	59.0	79.9	16.3	28.4	20.9
LnGrp LOS	E	E	E	B	C	C
Approach Vol, veh/h	1202			1877	1744	
Approach Delay, s/veh	58.1			24.9	26.7	
Approach LOS	E			C	C	

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	82.7		37.3	24.8	57.9
Change Period (Y+Rc), s	6.0		* 5.7	6.0	6.0
Max Green Setting (Gmax), s	76.0		* 32	19.0	51.0
Max Q Clear Time (g_c+I1), s	38.4		30.4	18.8	41.3
Green Ext Time (p_c), s	24.3		1.1	0.0	8.0

Intersection Summary	
HCM 6th Ctrl Delay	33.8
HCM 6th LOS	C

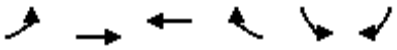
Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	259	656	232	164	619	229	360	1207	107	267	922	199
Future Volume (veh/h)	259	656	232	164	619	229	360	1207	107	267	922	199
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	282	713	252	178	673	249	391	1312	116	290	1002	216
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	298	948	423	233	755	337	404	1273	568	289	1066	476
Arrive On Green	0.12	0.27	0.27	0.07	0.21	0.21	0.19	0.36	0.36	0.13	0.30	0.30
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	282	713	252	178	673	249	391	1312	116	290	1002	216
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	14.6	22.1	16.6	8.4	22.1	17.6	21.3	43.0	6.1	15.4	33.0	13.3
Cycle Q Clear(g_c), s	14.6	22.1	16.6	8.4	22.1	17.6	21.3	43.0	6.1	15.4	33.0	13.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	298	948	423	233	755	337	404	1273	568	289	1066	476
V/C Ratio(X)	0.94	0.75	0.60	0.76	0.89	0.74	0.97	1.03	0.20	1.00	0.94	0.45
Avail Cap(c_a), veh/h	298	948	423	233	755	337	404	1273	568	289	1066	476
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.9	40.4	38.4	37.9	45.9	44.1	35.5	38.5	26.7	36.4	40.9	34.0
Incr Delay (d2), s/veh	37.4	5.5	6.1	13.5	15.0	13.6	36.2	33.3	0.8	54.2	16.4	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	12.5	13.7	10.0	7.4	14.8	11.1	14.3	30.0	0.2	13.2	20.9	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.2	45.9	44.5	51.3	60.9	57.7	71.6	71.8	27.5	90.6	57.4	37.1
LnGrp LOS	E	D	D	D	E	E	E	F	C	F	E	D
Approach Vol, veh/h		1247			1100			1819			1508	
Approach Delay, s/veh		51.1			58.6			68.9			60.9	
Approach LOS		D			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	38.0	27.0	42.0	19.5	31.5	20.0	49.0
Change Period (Y+Rc), s	4.6	6.0	4.6	6.0	4.6	6.0	4.6	6.0
Max Green Setting (Gmax), s	8.4	32.0	22.4	36.0	14.9	25.5	15.4	43.0
Max Q Clear Time (g_c+I1), s	10.4	24.1	23.3	35.0	16.6	24.1	17.4	45.0
Green Ext Time (p_c), s	0.0	3.5	0.0	0.7	0.0	0.8	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	60.9
HCM 6th LOS	E



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	281	693	745	14	28	750
Future Volume (veh/h)	281	693	745	14	28	750
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	305	753	810	15	0	847
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	473	2148	1583	29	515	916
Arrive On Green	0.12	0.60	0.44	0.44	0.00	0.29
Sat Flow, veh/h	1781	3647	3663	66	1781	3170
Grp Volume(v), veh/h	305	753	403	422	0	847
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1858	1781	1585
Q Serve(g_s), s	7.8	9.6	14.7	14.7	0.0	23.3
Cycle Q Clear(g_c), s	7.8	9.6	14.7	14.7	0.0	23.3
Prop In Lane	1.00			0.04	1.00	1.00
Lane Grp Cap(c), veh/h	473	2148	788	824	515	916
V/C Ratio(X)	0.64	0.35	0.51	0.51	0.00	0.92
Avail Cap(c_a), veh/h	686	2148	788	824	515	916
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.3	8.9	18.0	18.0	0.0	31.1
Incr Delay (d2), s/veh	1.5	0.5	2.4	2.3	0.0	16.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	4.7	5.4	8.9	9.2	0.0	14.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.8	9.4	20.4	20.3	0.0	47.4
LnGrp LOS	B	A	C	C	A	D
Approach Vol, veh/h		1058	825		847	
Approach Delay, s/veh		10.7	20.3		47.4	
Approach LOS		B	C		D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	14.5	44.9		30.6		59.4
Change Period (Y+Rc), s	4.0	* 5		4.6		* 5
Max Green Setting (Gmax), s	21.3	* 29		26.0		* 54
Max Q Clear Time (g_c+I1), s	9.8	16.7		25.3		11.6
Green Ext Time (p_c), s	0.7	4.2		0.3		6.3

Intersection Summary	
HCM 6th Ctrl Delay	25.0
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	202	705	28	119	689	109	84	940	101	163	816	133
Future Volume (veh/h)	202	705	28	119	689	109	84	940	101	163	816	133
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	220	766	30	129	749	118	91	1022	110	177	887	145
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	313	1394	55	318	1421	634	245	1295	139	221	1223	200
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	638	3486	137	682	3554	1585	547	3236	348	497	3057	500
Grp Volume(v), veh/h	220	390	406	129	749	118	91	561	571	177	515	517
Grp Sat Flow(s),veh/h/ln	638	1777	1846	682	1777	1585	547	1777	1808	497	1777	1780
Q Serve(g_s), s	10.8	7.6	7.6	8.1	7.2	2.2	7.0	12.5	12.5	5.5	11.0	11.0
Cycle Q Clear(g_c), s	18.0	7.6	7.6	15.7	7.2	2.2	18.0	12.5	12.5	18.0	11.0	11.0
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.19	1.00		0.28
Lane Grp Cap(c), veh/h	313	711	738	318	1421	634	245	711	723	221	711	712
V/C Ratio(X)	0.70	0.55	0.55	0.41	0.53	0.19	0.37	0.79	0.79	0.80	0.73	0.73
Avail Cap(c_a), veh/h	313	711	738	318	1421	634	245	711	723	221	711	712
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.7	10.4	10.4	16.4	10.3	8.8	19.3	11.8	11.8	21.5	11.4	11.4
Incr Delay (d2), s/veh	6.9	0.9	0.9	0.8	0.4	0.1	4.3	8.7	8.6	25.5	6.4	6.3
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(85%),veh/ln	4.4	4.1	4.2	2.1	3.8	1.1	2.0	7.9	8.0	5.1	6.8	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.6	11.3	11.3	17.2	10.6	8.9	23.6	20.5	20.4	47.0	17.8	17.8
LnGrp LOS	C	B	B	B	B	A	C	C	C	D	B	B
Approach Vol, veh/h		1016			996			1223			1209	
Approach Delay, s/veh		14.4			11.3			20.7			22.0	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	22.5	22.5	22.5	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s	20.0	20.0	20.0	17.7
Green Ext Time (p_c), s	0.0	0.0	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	17.5
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	15	2	33	15	0	11	0	12	0	0	0
Future Vol, veh/h	0	15	2	33	15	0	11	0	12	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	16	2	36	16	0	12	0	13	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	16	0	0	18	0	0	105	105	17	112	106	16
Stage 1	-	-	-	-	-	-	17	17	-	88	88	-
Stage 2	-	-	-	-	-	-	88	88	-	24	18	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1602	-	-	1599	-	-	875	785	1062	866	784	1063
Stage 1	-	-	-	-	-	-	1002	881	-	920	822	-
Stage 2	-	-	-	-	-	-	920	822	-	994	880	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1602	-	-	1599	-	-	859	767	1062	840	766	1063
Mov Cap-2 Maneuver	-	-	-	-	-	-	859	767	-	840	766	-
Stage 1	-	-	-	-	-	-	1002	881	-	920	803	-
Stage 2	-	-	-	-	-	-	899	803	-	982	880	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	5	8.9	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	954	1602	-	-	1599	-	-	-
HCM Lane V/C Ratio	0.026	-	-	-	0.022	-	-	-
HCM Control Delay (s)	8.9	0	-	-	7.3	0	-	0
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	951	138	38	453	0	0
Future Volume (veh/h)	951	138	38	453	0	0
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870		
Adj Flow Rate, veh/h	1034	150	41	492		
Peak Hour Factor	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2		
Cap, veh/h	3318	1480	494	3318		
Arrive On Green	0.93	0.93	1.00	1.00		
Sat Flow, veh/h	3647	1585	473	3647		
Grp Volume(v), veh/h	1034	150	41	492		
Grp Sat Flow(s),veh/h/ln	1777	1585	473	1777		
Q Serve(g_s), s	3.0	0.8	0.3	0.0		
Cycle Q Clear(g_c), s	3.0	0.8	3.3	0.0		
Prop In Lane		1.00	1.00			
Lane Grp Cap(c), veh/h	3318	1480	494	3318		
V/C Ratio(X)	0.31	0.10	0.08	0.15		
Avail Cap(c_a), veh/h	3318	1480	494	3318		
HCM Platoon Ratio	1.00	1.00	2.00	2.00		
Upstream Filter(I)	1.00	1.00	0.86	0.86		
Uniform Delay (d), s/veh	0.3	0.3	0.0	0.0		
Incr Delay (d2), s/veh	0.2	0.1	0.3	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(85%),veh/ln	0.2	0.1	0.1	0.1		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.6	0.4	0.3	0.1		
LnGrp LOS	A	A	A	A		
Approach Vol, veh/h	1184			533		
Approach Delay, s/veh	0.6			0.1		
Approach LOS	A			A		

Timer - Assigned Phs	2	6
Phs Duration (G+Y+Rc), s	110.0	110.0
Change Period (Y+Rc), s	7.3	7.3
Max Green Setting (Gmax), s	102.7	102.7
Max Q Clear Time (g_c+I1), s	5.3	5.0
Green Ext Time (p_c), s	4.6	11.1

Intersection Summary	
HCM 6th Ctrl Delay	0.4
HCM 6th LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	939	0	0	409	87	68
Future Volume (veh/h)	939	0	0	409	87	68
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	0	0	1870	1870	1870
Adj Flow Rate, veh/h	1021	0	0	445	95	74
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	0	2	2	2
Cap, veh/h	2542	0	0	2542	314	280
Arrive On Green	0.72	0.00	0.00	0.72	0.18	0.18
Sat Flow, veh/h	3741	0	0	3741	1781	1585
Grp Volume(v), veh/h	1021	0	0	445	95	74
Grp Sat Flow(s),veh/h/ln	1777	0	0	1777	1781	1585
Q Serve(g_s), s	12.6	0.0	0.0	4.5	5.1	4.4
Cycle Q Clear(g_c), s	12.6	0.0	0.0	4.5	5.1	4.4
Prop In Lane		0.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	2542	0	0	2542	314	280
V/C Ratio(X)	0.40	0.00	0.00	0.18	0.30	0.26
Avail Cap(c_a), veh/h	2542	0	0	2542	314	280
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.2	0.0	0.0	5.1	39.4	39.1
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.2	2.5	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	6.3	0.0	0.0	2.8	4.1	3.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	6.3	0.0	0.0	5.2	41.9	41.4
LnGrp LOS	A	A	A	A	D	D
Approach Vol, veh/h	1021			445	169	
Approach Delay, s/veh	6.3			5.2	41.7	
Approach LOS	A			A	D	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	86.0		24.0		86.0
Change Period (Y+Rc), s	7.3		4.6		7.3
Max Green Setting (Gmax), s	24.7		19.4		46.7
Max Q Clear Time (g_c+I1), s	6.5		7.1		14.6
Green Ext Time (p_c), s	2.8		0.3		8.9

Intersection Summary		
HCM 6th Ctrl Delay		9.7
HCM 6th LOS		A

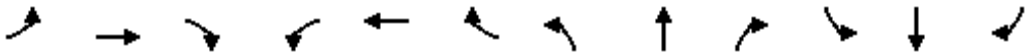
Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	164	0	0	0	0	1107	155	0	1300	0
Future Vol, veh/h	0	0	164	0	0	0	0	1107	155	0	1300	0
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	-	-	0	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	178	0	0	0	0	1203	168	0	1413	0

Major/Minor	Minor2						Major1			Major2		
Conflicting Flow All	-	-	707				-	0	0	-	-	0
Stage 1	-	-	-				-	-	-	-	-	-
Stage 2	-	-	-				-	-	-	-	-	-
Critical Hdwy	-	-	6.94				-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-				-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-				-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32				-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	378				0	-	-	0	-	0
Stage 1	0	0	-				0	-	-	0	-	0
Stage 2	0	0	-				0	-	-	0	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	0	378				-	-	-	-	-	-
Mov Cap-2 Maneuver	-	0	-				-	-	-	-	-	-
Stage 1	-	0	-				-	-	-	-	-	-
Stage 2	-	0	-				-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBT
Capacity (veh/h)	-	-	378	-
HCM Lane V/C Ratio	-	-	0.472	-
HCM Control Delay (s)	-	-	22.7	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	2.4	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	315	85	339	38	94	57	372	910	108	201	1745	358
Future Volume (veh/h)	315	85	339	38	94	57	372	910	108	201	1745	358
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	342	299	230	41	102	62	404	989	117	218	1897	389
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	557	403	342	123	471	267	388	2079	245	460	1899	381
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.18	0.45	0.45	0.16	0.45	0.45
Sat Flow, veh/h	2444	1870	1585	874	2185	1239	1781	4630	546	1781	4264	856
Grp Volume(v), veh/h	342	299	230	41	82	82	404	727	379	218	1506	780
Grp Sat Flow(s),veh/h/ln	1222	1870	1585	874	1777	1647	1781	1702	1772	1781	1702	1716
Q Serve(g_s), s	14.8	16.4	14.6	5.1	4.2	4.5	19.9	16.4	16.5	0.9	48.4	49.0
Cycle Q Clear(g_c), s	19.3	16.4	14.6	21.5	4.2	4.5	19.9	16.4	16.5	0.9	48.4	49.0
Prop In Lane	1.00		1.00	1.00		0.75	1.00		0.31	1.00		0.50
Lane Grp Cap(c), veh/h	557	403	342	123	383	355	388	1529	796	460	1516	764
V/C Ratio(X)	0.61	0.74	0.67	0.33	0.21	0.23	1.04	0.48	0.48	0.47	0.99	1.02
Avail Cap(c_a), veh/h	608	442	375	142	420	389	388	1529	796	460	1516	764
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.6	40.3	39.6	50.3	35.5	35.6	32.6	21.2	21.2	33.2	30.4	30.5
Incr Delay (d2), s/veh	1.6	6.0	4.2	1.6	0.3	0.3	57.1	1.1	2.0	0.6	21.6	37.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	6.8	11.1	8.6	2.1	3.2	3.3	18.9	9.3	10.0	7.4	28.6	33.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.2	46.3	43.7	51.9	35.7	36.0	89.7	22.3	23.3	33.7	52.0	68.3
LnGrp LOS	D	D	D	D	D	D	F	C	C	C	D	F
Approach Vol, veh/h		871			205			1510			2504	
Approach Delay, s/veh		45.2			39.1			40.6			55.5	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	24.8	55.5		29.7	24.4	55.9		29.7				
Change Period (Y+Rc), s	4.9	6.5		6.0	6.5	* 6.5		6.0				
Max Green Setting (Gmax), s	19.9	46.7		26.0	17.2	* 49		26.0				
Max Q Clear Time (g_c+I1), s	21.9	51.0		23.5	2.9	18.5		21.3				
Green Ext Time (p_c), s	0.0	0.0		0.2	0.4	9.0		1.8				

Intersection Summary			
HCM 6th Ctrl Delay		48.6	
HCM 6th LOS		D	

Notes

User approved volume balancing among the lanes for turning movement.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	21	10	202	89	81	10	1445	236	140	1917	10
Future Volume (veh/h)	10	21	10	202	89	81	10	1445	236	140	1917	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		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	23	11	220	97	88	11	1571	257	152	2084	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	390	136	115	311	255	210	461	3012	491	167	2097	11
Arrive On Green	0.03	0.07	0.07	0.09	0.14	0.14	0.44	1.00	1.00	0.40	0.40	0.40
Sat Flow, veh/h	3456	1870	1585	1781	1850	1523	1781	4423	721	255	5242	28
Grp Volume(v), veh/h	11	23	11	220	93	92	11	1208	620	152	1353	742
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1781	1777	1596	1781	1702	1741	255	1702	1865
Q Serve(g_s), s	0.3	1.3	0.5	10.0	5.2	5.8	0.0	0.0	0.0	44.0	43.5	43.6
Cycle Q Clear(g_c), s	0.3	1.3	0.5	10.0	5.2	5.8	0.0	0.0	0.0	44.0	43.5	43.6
Prop In Lane	1.00		1.00	1.00		0.95	1.00		0.41	1.00		0.01
Lane Grp Cap(c), veh/h	390	136	115	311	245	220	461	2318	1185	167	1362	746
V/C Ratio(X)	0.03	0.17	0.10	0.71	0.38	0.42	0.02	0.52	0.52	0.91	0.99	0.99
Avail Cap(c_a), veh/h	614	425	360	311	404	363	461	2318	1185	167	1362	746
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.80	0.80	0.80	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.8	47.9	19.4	42.8	43.2	43.4	23.8	0.0	0.0	40.3	32.9	32.9
Incr Delay (d2), s/veh	0.0	0.6	0.4	6.1	1.0	1.3	0.0	0.7	1.3	48.8	23.0	31.6
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(85%),veh/ln	0.2	1.1	0.5	2.5	4.0	4.0	0.3	0.4	0.8	9.1	26.5	30.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.9	48.5	19.8	48.9	44.1	44.7	23.8	0.7	1.3	89.1	55.8	64.5
LnGrp LOS	D	D	B	D	D	D	C	A	A	F	E	E
Approach Vol, veh/h		45			405			1839			2247	
Approach Delay, s/veh		40.6			46.9			1.0			60.9	
Approach LOS		D			D			A			E	

Timer - Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	30.9	50.5	7.5	21.1		81.4	14.6	14.0
Change Period (Y+Rc), s	6.5	* 6.5	4.6	6.0		6.5	4.6	6.0
Max Green Setting (Gmax), s	9.6	* 44	10.0	25.0		57.9	10.0	25.0
Max Q Clear Time (g_c+I1), s	12.0	46.0	2.3	7.8		2.0	12.0	3.3
Green Ext Time (p_c), s	0.0	0.0	0.0	0.9		23.2	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	35.2
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	9	65	23	25	152	64	1012	44	57	1515	45
Future Volume (veh/h)	96	9	65	23	25	152	64	1012	44	57	1515	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	104	10	71	25	27	165	70	1100	48	62	1647	49
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	194	43	302	292	49	297	292	1643	72	282	2386	71
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.33	0.95	0.95	0.32	0.94	0.94
Sat Flow, veh/h	1191	199	1416	1317	228	1392	1781	3469	151	1781	5096	152
Grp Volume(v), veh/h	104	0	81	25	0	192	70	563	585	62	1100	596
Grp Sat Flow(s),veh/h/ln	1191	0	1615	1317	0	1620	1781	1777	1843	1781	1702	1843
Q Serve(g_s), s	9.4	0.0	4.6	1.8	0.0	11.6	3.2	5.0	5.0	2.8	6.4	6.4
Cycle Q Clear(g_c), s	21.0	0.0	4.6	6.3	0.0	11.6	3.2	5.0	5.0	2.8	6.4	6.4
Prop In Lane	1.00		0.88	1.00		0.86	1.00		0.08	1.00		0.08
Lane Grp Cap(c), veh/h	194	0	345	292	0	346	292	842	873	282	1594	863
V/C Ratio(X)	0.54	0.00	0.23	0.09	0.00	0.56	0.24	0.67	0.67	0.22	0.69	0.69
Avail Cap(c_a), veh/h	275	0	455	382	0	456	292	842	873	282	1594	863
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.74	0.74	0.74
Uniform Delay (d), s/veh	48.0	0.0	35.8	38.4	0.0	38.6	32.0	1.7	1.7	32.6	2.1	2.1
Incr Delay (d2), s/veh	2.3	0.0	0.3	0.1	0.0	1.4	1.9	4.2	4.1	1.3	1.8	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	4.7	0.0	3.2	1.0	0.0	7.0	2.7	3.1	3.2	2.3	2.3	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.3	0.0	36.2	38.6	0.0	40.0	33.9	5.9	5.7	33.9	3.9	5.4
LnGrp LOS	D	A	D	D	A	D	C	A	A	C	A	A
Approach Vol, veh/h		185			217			1218			1758	
Approach Delay, s/veh		44.1			39.8			7.4			5.5	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	23.5	58.0		28.5	22.9	58.6		28.5				
Change Period (Y+Rc), s	5.5	6.5		5.0	5.5	6.5		5.0				
Max Green Setting (Gmax), s	10.5	51.5		31.0	9.9	52.1		31.0				
Max Q Clear Time (g_c+I1), s	15.2	8.4		13.6	4.8	7.0		23.0				
Green Ext Time (p_c), s	0.0	18.3		1.1	0.0	10.2		0.5				

Intersection Summary	
HCM 6th Ctrl Delay	10.5
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	3	6	0	0	11	11	1240	3	46	1341	76
Future Volume (veh/h)	11	3	6	0	0	11	11	1240	3	46	1341	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	3	7	0	0	12	12	1348	3	50	1458	83
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	140	26	61	0	99	483	40	2817	6	448	2770	1235
Arrive On Green	0.05	0.05	0.05	0.00	0.00	0.05	0.02	0.54	0.54	0.50	1.00	1.00
Sat Flow, veh/h	1402	498	1163	0	1870	1585	1781	5261	12	1781	3554	1585
Grp Volume(v), veh/h	12	0	10	0	0	12	12	872	479	50	1458	83
Grp Sat Flow(s),veh/h/ln	1402	0	1661	0	1870	1585	1781	1702	1868	1781	1777	1585
Q Serve(g_s), s	0.9	0.0	0.6	0.0	0.0	0.0	0.7	17.6	17.6	1.6	0.0	0.0
Cycle Q Clear(g_c), s	0.9	0.0	0.6	0.0	0.0	0.0	0.7	17.6	17.6	1.6	0.0	0.0
Prop In Lane	1.00		0.70	0.00		1.00	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	140	0	88	0	99	483	40	1823	1000	448	2770	1235
V/C Ratio(X)	0.09	0.00	0.11	0.00	0.00	0.02	0.30	0.48	0.48	0.11	0.53	0.07
Avail Cap(c_a), veh/h	397	0	393	0	444	775	131	1823	1000	448	2770	1235
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.8	0.0	49.6	0.0	0.0	26.8	52.9	16.0	16.0	20.8	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.6	0.0	0.0	0.0	4.2	0.9	1.6	0.1	0.7	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(85%),veh/ln	0.6	0.0	0.5	0.0	0.0	0.7	0.7	9.6	10.6	1.2	0.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.0	0.0	50.2	0.0	0.0	26.8	57.1	16.9	17.6	21.0	0.7	0.1
LnGrp LOS	D	A	D	A	A	C	E	B	B	C	A	A
Approach Vol, veh/h		22			12			1363			1591	
Approach Delay, s/veh		50.1			26.8			17.5			1.3	
Approach LOS		D			C			B			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.4	92.2		10.4	34.2	65.4		10.4
Change Period (Y+Rc), s	4.9	6.5		4.6	6.5	* 6.5		* 4.6
Max Green Setting (Gmax), s	8.1	59.9		26.0	9.1	* 59		* 26
Max Q Clear Time (g_c+I1), s	2.7	2.0		2.9	3.6	19.6		2.0
Green Ext Time (p_c), s	0.0	18.5		0.0	0.0	12.5		0.0

Intersection Summary	
HCM 6th Ctrl Delay	9.2
HCM 6th LOS	A

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	312	748	65	60	446	112	30	823	57	216	603	254
Future Volume (veh/h)	312	748	65	60	446	112	30	823	57	216	603	254
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	339	813	71	65	485	122	33	895	62	235	655	276
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	447	1209	631	268	880	552	195	1034	561	265	1232	796
Arrive On Green	0.16	0.34	0.34	0.06	0.25	0.25	0.06	0.29	0.29	0.10	0.35	0.35
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	339	813	71	65	485	122	33	895	62	235	655	276
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	15.0	21.5	3.1	2.9	13.1	1.8	1.5	26.3	1.8	9.0	16.2	11.6
Cycle Q Clear(g_c), s	15.0	21.5	3.1	2.9	13.1	1.8	1.5	26.3	1.8	9.0	16.2	11.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	447	1209	631	268	880	552	195	1034	561	265	1232	796
V/C Ratio(X)	0.76	0.67	0.11	0.24	0.55	0.22	0.17	0.87	0.11	0.89	0.53	0.35
Avail Cap(c_a), veh/h	471	1209	631	286	880	552	254	1034	561	328	1232	796
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.84	0.84	0.84	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.5	31.1	20.9	27.8	36.1	9.4	31.7	37.0	10.3	46.7	28.8	16.5
Incr Delay (d2), s/veh	5.8	3.0	0.4	0.2	2.5	0.9	0.1	8.3	0.3	18.6	1.6	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	9.6	12.8	2.2	2.2	8.5	2.1	1.2	15.8	1.5	10.5	9.9	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.4	34.1	21.2	28.0	38.5	10.3	31.8	45.3	10.6	65.3	30.4	17.7
LnGrp LOS	C	C	C	C	D	B	C	D	B	E	C	B
Approach Vol, veh/h		1223			672			990			1166	
Approach Delay, s/veh		32.3			32.4			42.6			34.5	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	43.4	11.0	44.1	21.7	33.2	17.1	38.0
Change Period (Y+Rc), s	4.6	6.0	4.6	6.0	4.6	6.0	6.0	* 6
Max Green Setting (Gmax), s	8.0	33.8	10.0	37.0	18.6	23.2	15.0	* 32
Max Q Clear Time (g_c+I1), s	4.9	23.5	3.5	18.2	17.0	15.1	11.0	28.3
Green Ext Time (p_c), s	0.0	4.2	0.0	5.4	0.1	2.3	0.1	2.1

Intersection Summary	
HCM 6th Ctrl Delay	35.5
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	517	98	131	289	131	52	599	22	191	1053	254
Future Volume (veh/h)	86	517	98	131	289	131	52	599	22	191	1053	254
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	93	562	107	142	314	142	57	651	24	208	1145	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	575	1480	281	451	1783	1006	80	1049	39	237	1424	
Arrive On Green	0.05	0.50	0.50	0.06	0.50	0.50	0.04	0.30	0.30	0.13	0.40	0.00
Sat Flow, veh/h	1781	2980	566	1781	3554	1585	1781	3495	129	1781	3554	1585
Grp Volume(v), veh/h	93	334	335	142	314	142	57	331	344	208	1145	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1769	1781	1777	1585	1781	1777	1847	1781	1777	1585
Q Serve(g_s), s	2.7	12.8	12.9	4.3	5.3	1.0	3.5	17.6	17.6	12.6	31.3	0.0
Cycle Q Clear(g_c), s	2.7	12.8	12.9	4.3	5.3	1.0	3.5	17.6	17.6	12.6	31.3	0.0
Prop In Lane	1.00		0.32	1.00		1.00	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	575	883	878	451	1783	1006	80	533	554	237	1424	
V/C Ratio(X)	0.16	0.38	0.38	0.31	0.18	0.14	0.71	0.62	0.62	0.88	0.80	
Avail Cap(c_a), veh/h	582	883	878	451	1783	1006	100	533	554	243	1424	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	12.0	17.2	17.2	13.0	15.0	8.1	51.8	33.1	33.1	46.8	29.2	0.0
Incr Delay (d2), s/veh	0.0	1.2	1.3	0.1	0.2	0.3	10.5	5.4	5.2	28.5	4.9	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(85%),veh/ln	1.9	7.9	7.9	3.0	3.7	2.4	3.2	11.3	11.7	10.3	17.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.1	18.4	18.4	13.1	15.2	8.4	62.3	38.5	38.3	75.3	34.1	0.0
LnGrp LOS	B	B	B	B	B	A	E	D	D	E	C	
Approach Vol, veh/h		762			598			732			1353	A
Approach Delay, s/veh		17.6			13.1			40.2			40.4	
Approach LOS		B			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.8	61.2	9.5	50.1	10.3	61.8	20.6	39.0
Change Period (Y+Rc), s	4.6	6.0	4.6	6.0	4.6	6.0	6.0	* 6
Max Green Setting (Gmax), s	6.2	34.2	6.2	42.2	6.1	34.3	15.0	* 33
Max Q Clear Time (g_c+I1), s	6.3	14.9	5.5	33.3	4.7	7.3	14.6	19.6
Green Ext Time (p_c), s	0.0	5.7	0.0	6.8	0.0	3.8	0.0	4.7

Intersection Summary	
HCM 6th Ctrl Delay	30.6
HCM 6th LOS	C

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	178	90	450	346	69	112	458	692	99	787	32
Future Volume (veh/h)	26	178	90	450	346	69	112	458	692	99	787	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	28	193	98	489	376	75	122	498	565	108	855	35
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	413	1103	492	561	1305	258	163	937	675	188	949	39
Arrive On Green	0.03	0.31	0.31	0.16	0.44	0.44	0.02	0.09	0.09	0.05	0.27	0.27
Sat Flow, veh/h	1781	3554	1585	3456	2958	584	1781	3554	1585	3456	3479	142
Grp Volume(v), veh/h	28	193	98	489	224	227	122	498	565	108	437	453
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1765	1781	1777	1585	1728	1777	1845
Q Serve(g_s), s	1.2	4.4	5.0	15.2	8.9	9.1	6.0	14.8	20.1	3.4	26.1	26.1
Cycle Q Clear(g_c), s	1.2	4.4	5.0	15.2	8.9	9.1	6.0	14.8	20.1	3.4	26.1	26.1
Prop In Lane	1.00		1.00	1.00		0.33	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	413	1103	492	561	784	779	163	937	675	188	485	503
V/C Ratio(X)	0.07	0.18	0.20	0.87	0.29	0.29	0.75	0.53	0.84	0.57	0.90	0.90
Avail Cap(c_a), veh/h	454	1103	492	691	784	779	163	937	675	220	485	503
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.78	0.78	0.78	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.2	27.7	27.9	44.9	19.6	19.7	37.9	43.7	15.1	50.7	38.6	38.6
Incr Delay (d2), s/veh	0.1	0.3	0.9	9.5	0.9	0.9	13.4	1.7	9.4	2.0	22.5	21.9
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(85%),veh/ln	0.9	3.3	3.5	10.0	5.9	5.9	5.1	9.7	12.9	2.7	18.1	18.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.3	28.0	28.8	54.4	20.6	20.6	51.4	45.4	24.5	52.8	61.0	60.4
LnGrp LOS	C	C	C	D	C	C	D	D	C	D	E	E
Approach Vol, veh/h		319			940			1185			998	
Approach Delay, s/veh		27.9			38.2			36.1			59.9	
Approach LOS		C			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.9	40.1	11.0	36.0	8.4	54.6	12.0	35.0
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	6.0	* 6
Max Green Setting (Gmax), s	22.0	30.0	6.0	30.0	6.0	46.0	7.0	* 29
Max Q Clear Time (g_c+I1), s	17.2	7.0	8.0	28.1	3.2	11.1	5.4	22.1
Green Ext Time (p_c), s	0.7	1.5	0.0	1.1	0.0	3.0	0.0	3.6

Intersection Summary	
HCM 6th Ctrl Delay	42.8
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	620	308	140	903	1275	263
Future Volume (veh/h)	620	308	140	903	1275	263
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	674	335	152	982	1386	286
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	814	373	181	2338	1784	796
Arrive On Green	0.24	0.24	0.10	0.66	0.67	0.67
Sat Flow, veh/h	3456	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	674	335	152	982	1386	286
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1777	1777	1585
Q Serve(g_s), s	20.4	22.5	9.2	14.4	29.6	8.7
Cycle Q Clear(g_c), s	20.4	22.5	9.2	14.4	29.6	8.7
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	814	373	181	2338	1784	796
V/C Ratio(X)	0.83	0.90	0.84	0.42	0.78	0.36
Avail Cap(c_a), veh/h	858	393	227	2338	1784	796
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.46	0.46
Uniform Delay (d), s/veh	39.9	40.7	48.5	8.9	14.0	10.5
Incr Delay (d2), s/veh	6.7	22.2	16.8	0.6	1.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	12.5	25.0	7.2	7.7	11.7	4.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	46.6	62.9	65.3	9.4	15.6	11.1
LnGrp LOS	D	E	E	A	B	B
Approach Vol, veh/h	1009			1134	1672	
Approach Delay, s/veh	52.0			16.9	14.9	
Approach LOS	D			B	B	

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	78.4		31.6	17.2	61.2
Change Period (Y+Rc), s	6.0		* 5.7	6.0	6.0
Max Green Setting (Gmax), s	71.0		* 27	14.0	51.0
Max Q Clear Time (g_c+I1), s	16.4		24.5	11.2	31.6
Green Ext Time (p_c), s	13.8		1.4	0.1	14.2

Intersection Summary	
HCM 6th Ctrl Delay	25.3
HCM 6th LOS	C

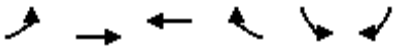
Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	257	407	287	107	270	157	104	594	55	202	1218	152
Future Volume (veh/h)	257	407	287	107	270	157	104	594	55	202	1218	152
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	279	442	312	116	293	171	113	646	60	220	1324	165
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	407	965	431	297	788	351	189	1354	604	410	1486	663
Arrive On Green	0.11	0.27	0.27	0.06	0.22	0.22	0.05	0.38	0.38	0.09	0.42	0.42
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	279	442	312	116	293	171	113	646	60	220	1324	165
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	12.4	11.4	19.6	5.5	7.7	10.4	4.2	15.1	2.7	8.0	38.0	7.4
Cycle Q Clear(g_c), s	12.4	11.4	19.6	5.5	7.7	10.4	4.2	15.1	2.7	8.0	38.0	7.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	407	965	431	297	788	351	189	1354	604	410	1486	663
V/C Ratio(X)	0.69	0.46	0.72	0.39	0.37	0.49	0.60	0.48	0.10	0.54	0.89	0.25
Avail Cap(c_a), veh/h	407	965	431	297	788	351	201	1354	604	466	1486	663
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.5	33.3	36.3	30.3	36.3	37.3	25.8	25.8	21.9	18.3	29.7	20.8
Incr Delay (d2), s/veh	4.4	1.6	10.2	0.6	1.3	4.8	3.7	1.2	0.3	0.8	8.4	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	8.6	7.5	11.8	4.0	5.4	6.7	3.4	9.2	1.9	5.2	21.8	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.9	34.9	46.5	30.9	37.7	42.1	29.5	27.0	22.2	19.1	38.1	21.7
LnGrp LOS	C	C	D	C	D	D	C	C	C	B	D	C
Approach Vol, veh/h		1033			580			819			1709	
Approach Delay, s/veh		37.9			37.6			27.0			34.1	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	35.9	10.6	52.0	17.0	30.4	14.7	47.9
Change Period (Y+Rc), s	4.6	6.0	4.6	6.0	4.6	6.0	4.6	6.0
Max Green Setting (Gmax), s	6.9	29.1	6.8	46.0	12.4	23.6	13.6	39.2
Max Q Clear Time (g_c+I1), s	7.5	21.6	6.2	40.0	14.4	12.4	10.0	17.1
Green Ext Time (p_c), s	0.0	2.5	0.0	4.4	0.0	1.9	0.2	4.7

Intersection Summary	
HCM 6th Ctrl Delay	34.1
HCM 6th LOS	C



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	512	1148	431	10	30	331
Future Volume (veh/h)	512	1148	431	10	30	331
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	557	1248	468	11	0	395
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	778	2527	1711	40	325	578
Arrive On Green	0.18	0.71	0.48	0.48	0.00	0.18
Sat Flow, veh/h	1781	3647	3642	83	1781	3170
Grp Volume(v), veh/h	557	1248	234	245	0	395
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1855	1781	1585
Q Serve(g_s), s	12.7	14.1	7.1	7.1	0.0	10.5
Cycle Q Clear(g_c), s	12.7	14.1	7.1	7.1	0.0	10.5
Prop In Lane	1.00			0.04	1.00	1.00
Lane Grp Cap(c), veh/h	778	2527	857	895	325	578
V/C Ratio(X)	0.72	0.49	0.27	0.27	0.00	0.68
Avail Cap(c_a), veh/h	1182	2527	857	895	325	578
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.5	5.8	13.9	13.9	0.0	34.4
Incr Delay (d2), s/veh	1.2	0.7	0.8	0.8	0.0	6.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	6.3	6.6	4.7	4.8	0.0	6.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.8	6.5	14.7	14.7	0.0	40.8
LnGrp LOS	A	A	B	B	A	D
Approach Vol, veh/h		1805	479		395	
Approach Delay, s/veh		7.2	14.7		40.8	
Approach LOS		A	B		D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	30.6	48.4		21.0		69.0
Change Period (Y+Rc), s	4.0	* 5		4.6		* 5
Max Green Setting (Gmax), s	37.0	* 23		16.4		* 64
Max Q Clear Time (g_c+I1), s	14.7	9.1		12.5		16.1
Green Ext Time (p_c), s	1.9	2.4		0.6		13.1

Intersection Summary	
HCM 6th Ctrl Delay	13.5
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	222	579	35	181	462	81	42	715	75	197	1307	85
Future Volume (veh/h)	222	579	35	181	462	81	42	715	75	197	1307	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	241	629	38	197	502	88	46	777	82	214	1421	92
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	310	1346	81	264	1405	627	126	1695	179	305	1772	114
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.52	0.52	0.52	0.52	0.52	0.52
Sat Flow, veh/h	826	3405	205	769	3554	1585	346	3243	342	643	3389	219
Grp Volume(v), veh/h	241	328	339	197	502	88	46	426	433	214	743	770
Grp Sat Flow(s),veh/h/ln	826	1777	1833	769	1777	1585	346	1777	1809	643	1777	1831
Q Serve(g_s), s	31.9	15.1	15.1	28.1	10.9	3.9	13.9	16.5	16.5	34.4	37.7	38.1
Cycle Q Clear(g_c), s	42.8	15.1	15.1	43.2	10.9	3.9	52.0	16.5	16.5	51.0	37.7	38.1
Prop In Lane	1.00		0.11	1.00		1.00	1.00		0.19	1.00		0.12
Lane Grp Cap(c), veh/h	310	703	725	264	1405	627	126	929	945	305	929	957
V/C Ratio(X)	0.78	0.47	0.47	0.75	0.36	0.14	0.36	0.46	0.46	0.70	0.80	0.80
Avail Cap(c_a), veh/h	310	703	725	264	1405	627	126	929	945	305	929	957
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	38.5	24.7	24.7	40.7	23.4	21.3	43.1	16.5	16.5	32.5	21.5	21.6
Incr Delay (d2), s/veh	11.8	0.5	0.5	11.0	0.2	0.1	7.9	1.6	1.6	11.4	6.4	6.4
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(85%),veh/ln	10.2	9.0	9.2	8.6	6.8	2.6	2.6	9.7	9.8	8.6	20.6	21.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.3	25.1	25.1	51.6	23.6	21.4	51.0	18.1	18.1	43.9	28.0	28.1
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	C	C
Approach Vol, veh/h		908			787			905			1727	
Approach Delay, s/veh		31.8			30.3			19.8			30.0	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	62.0	48.0	62.0	48.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	57.5	43.5	57.5	43.5
Max Q Clear Time (g_c+I1), s	54.0	44.8	53.0	45.2
Green Ext Time (p_c), s	1.9	0.0	3.8	0.0

Intersection Summary	
HCM 6th Ctrl Delay	28.3
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	35	6	38	8	0	2	0	30	0	0	0
Future Vol, veh/h	0	35	6	38	8	0	2	0	30	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	38	7	41	9	0	2	0	33	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	9	0	0	45	0	0	133	133	42	149	136	9
Stage 1	-	-	-	-	-	-	42	42	-	91	91	-
Stage 2	-	-	-	-	-	-	91	91	-	58	45	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1611	-	-	1563	-	-	839	758	1029	819	755	1073
Stage 1	-	-	-	-	-	-	972	860	-	916	820	-
Stage 2	-	-	-	-	-	-	916	820	-	954	857	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1611	-	-	1563	-	-	822	738	1029	777	735	1073
Mov Cap-2 Maneuver	-	-	-	-	-	-	822	738	-	777	735	-
Stage 1	-	-	-	-	-	-	972	860	-	916	799	-
Stage 2	-	-	-	-	-	-	892	799	-	924	857	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	6.1	8.7	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1013	1611	-	-	1563	-	-	-
HCM Lane V/C Ratio	0.034	-	-	-	0.026	-	-	-
HCM Control Delay (s)	8.7	0	-	-	7.4	0	-	0
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1054	130	80	842	0	0
Future Volume (veh/h)	1054	130	80	842	0	0
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870		
Adj Flow Rate, veh/h	1146	141	87	915		
Peak Hour Factor	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2		
Cap, veh/h	3338	1489	451	3338		
Arrive On Green	0.94	0.94	1.00	1.00		
Sat Flow, veh/h	3647	1585	429	3647		
Grp Volume(v), veh/h	1146	141	87	915		
Grp Sat Flow(s),veh/h/ln	1777	1585	429	1777		
Q Serve(g_s), s	3.5	0.7	1.0	0.0		
Cycle Q Clear(g_c), s	3.5	0.7	4.4	0.0		
Prop In Lane		1.00	1.00			
Lane Grp Cap(c), veh/h	3338	1489	451	3338		
V/C Ratio(X)	0.34	0.09	0.19	0.27		
Avail Cap(c_a), veh/h	3338	1489	451	3338		
HCM Platoon Ratio	1.00	1.00	2.00	2.00		
Upstream Filter(I)	1.00	1.00	0.58	0.58		
Uniform Delay (d), s/veh	0.3	0.2	0.1	0.0		
Incr Delay (d2), s/veh	0.3	0.1	0.6	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(85%),veh/ln	0.2	0.1	0.1	0.1		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.6	0.4	0.6	0.1		
LnGrp LOS	A	A	A	A		
Approach Vol, veh/h	1287			1002		
Approach Delay, s/veh	0.6			0.2		
Approach LOS	A			A		

Timer - Assigned Phs	2	6
Phs Duration (G+Y+Rc), s	120.0	120.0
Change Period (Y+Rc), s	7.3	7.3
Max Green Setting (Gmax), s	112.7	112.7
Max Q Clear Time (g_c+I1), s	6.4	5.5
Green Ext Time (p_c), s	11.0	13.0

Intersection Summary	
HCM 6th Ctrl Delay	0.4
HCM 6th LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1066	0	0	776	144	127
Future Volume (veh/h)	1066	0	0	776	144	127
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	0	0	1870	1870	1870
Adj Flow Rate, veh/h	1159	0	0	843	157	138
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	0	2	2	2
Cap, veh/h	2668	0	0	2668	267	238
Arrive On Green	0.75	0.00	0.00	0.75	0.15	0.15
Sat Flow, veh/h	3741	0	0	3741	1781	1585
Grp Volume(v), veh/h	1159	0	0	843	157	138
Grp Sat Flow(s),veh/h/ln	1777	0	0	1777	1781	1585
Q Serve(g_s), s	14.5	0.0	0.0	9.3	9.9	9.7
Cycle Q Clear(g_c), s	14.5	0.0	0.0	9.3	9.9	9.7
Prop In Lane		0.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	2668	0	0	2668	267	238
V/C Ratio(X)	0.43	0.00	0.00	0.32	0.59	0.58
Avail Cap(c_a), veh/h	2668	0	0	2668	267	238
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	5.5	0.0	0.0	4.9	47.5	47.5
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.3	9.1	9.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	6.9	0.0	0.0	4.9	7.4	6.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.6	0.0	0.0	5.2	56.7	57.4
LnGrp LOS	A	A	A	A	E	E
Approach Vol, veh/h	1159			843	295	
Approach Delay, s/veh	5.6			5.2	57.0	
Approach LOS	A			A	E	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	97.4		22.6		97.4
Change Period (Y+Rc), s	7.3		4.6		7.3
Max Green Setting (Gmax), s	36.1		18.0		46.7
Max Q Clear Time (g_c+I1), s	11.3		11.9		16.5
Green Ext Time (p_c), s	6.5		0.4		10.4

Intersection Summary		
HCM 6th Ctrl Delay	12.1	
HCM 6th LOS	B	

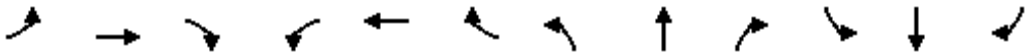
Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	205	0	0	0	0	1579	271	0	1432	0
Future Vol, veh/h	0	0	205	0	0	0	0	1579	271	0	1432	0
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	-	-	0	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	223	0	0	0	0	1716	295	0	1557	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	-	-	779	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	339	0	-	-	0	-	0
Stage 1	0	0	-	0	-	-	0	-	0
Stage 2	0	0	-	0	-	-	0	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	-	0	339	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-	-	-	-
Stage 1	-	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	33.8	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBT
Capacity (veh/h)	-	-	339	-
HCM Lane V/C Ratio	-	-	0.657	-
HCM Control Delay (s)	-	-	33.8	-
HCM Lane LOS	-	-	D	-
HCM 95th %tile Q(veh)	-	-	4.4	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	370	96	379	108	84	284	337	1389	44	77	1339	309
Future Volume (veh/h)	370	96	379	108	84	284	337	1389	44	77	1339	309
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	402	335	258	117	91	309	366	1510	48	84	1455	336
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	316	514	436	156	489	436	402	2666	85	199	1608	370
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.19	0.52	0.52	0.06	0.39	0.39
Sat Flow, veh/h	1969	1870	1585	824	1777	1585	1781	5084	162	1781	4148	954
Grp Volume(v), veh/h	402	335	258	117	91	309	366	1011	547	84	1193	598
Grp Sat Flow(s),veh/h/ln	985	1870	1585	824	1777	1585	1781	1702	1841	1781	1702	1699
Q Serve(g_s), s	11.9	19.0	16.9	14.0	4.7	21.1	19.3	24.1	24.1	3.8	39.7	39.9
Cycle Q Clear(g_c), s	33.0	19.0	16.9	33.0	4.7	21.1	19.3	24.1	24.1	3.8	39.7	39.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.09	1.00		0.56
Lane Grp Cap(c), veh/h	316	514	436	156	489	436	402	1785	966	199	1319	658
V/C Ratio(X)	1.27	0.65	0.59	0.75	0.19	0.71	0.91	0.57	0.57	0.42	0.90	0.91
Avail Cap(c_a), veh/h	316	514	436	156	489	436	413	1785	966	223	1319	658
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.3	38.4	37.7	54.2	33.2	39.2	45.7	19.3	19.3	29.3	34.7	34.7
Incr Delay (d2), s/veh	145.2	2.9	2.1	18.0	0.2	5.3	23.4	1.3	2.4	1.1	10.4	18.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	16.5	12.2	9.5	6.5	3.6	11.9	17.0	12.9	14.1	3.0	22.4	24.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	201.5	41.3	39.8	72.2	33.4	44.4	69.1	20.6	21.7	30.4	45.0	53.4
LnGrp LOS	F	D	D	E	C	D	E	C	C	C	D	D
Approach Vol, veh/h		995			517			1924			1875	
Approach Delay, s/veh		105.7			48.8			30.1			47.1	
Approach LOS		F			D			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	28.8	53.0		39.0	12.4	69.4		39.0				
Change Period (Y+Rc), s	6.5	* 6.5		6.0	4.9	6.5		6.0				
Max Green Setting (Gmax), s	23.1	* 47		33.0	9.1	60.5		33.0				
Max Q Clear Time (g_c+I1), s	21.3	41.9		35.0	5.8	26.1		35.0				
Green Ext Time (p_c), s	0.2	3.8		0.0	0.0	14.8		0.0				

Intersection Summary		
HCM 6th Ctrl Delay	52.1	
HCM 6th LOS	D	

Notes

User approved volume balancing among the lanes for turning movement.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	4	10	276	106	163	10	1659	206	56	1878	10
Future Volume (veh/h)	10	4	10	276	106	163	10	1659	206	56	1878	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		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	4	11	300	115	177	11	1803	224	61	2041	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	265	139	118	316	241	215	182	3206	396	165	3315	18
Arrive On Green	0.03	0.07	0.07	0.09	0.14	0.14	0.02	0.70	0.70	0.63	0.63	0.63
Sat Flow, veh/h	3456	1870	1585	1781	1777	1585	1781	4604	568	210	5241	28
Grp Volume(v), veh/h	11	4	11	300	115	177	11	1330	697	61	1325	727
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1781	1777	1585	1781	1702	1768	210	1702	1865
Q Serve(g_s), s	0.3	0.2	0.8	10.4	7.2	13.0	0.2	23.4	23.7	24.7	28.1	28.1
Cycle Q Clear(g_c), s	0.3	0.2	0.8	10.4	7.2	13.0	0.2	23.4	23.7	40.7	28.1	28.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.32	1.00		0.02
Lane Grp Cap(c), veh/h	265	139	118	316	241	215	182	2371	1231	165	2153	1180
V/C Ratio(X)	0.04	0.03	0.09	0.95	0.48	0.82	0.06	0.56	0.57	0.37	0.62	0.62
Avail Cap(c_a), veh/h	465	390	330	316	376	336	275	2371	1231	165	2153	1180
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.59	0.59	0.59	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.9	51.5	51.8	50.2	47.9	50.5	10.5	9.1	9.1	21.2	13.3	13.3
Incr Delay (d2), s/veh	0.1	0.1	0.3	37.2	1.5	9.1	0.1	0.6	1.1	6.3	1.3	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	0.3	0.2	0.6	10.1	5.2	8.2	0.2	10.4	11.1	2.7	13.9	15.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.0	51.6	52.1	87.4	49.4	59.6	10.5	9.6	10.2	27.5	14.6	15.7
LnGrp LOS	D	D	D	F	D	E	B	A	B	C	B	B
Approach Vol, veh/h		26			592			2038			2113	
Approach Delay, s/veh		50.7			71.7			9.9			15.3	
Approach LOS		D			E			A			B	

Timer - Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	7.7	82.4	7.7	22.3		90.1	15.0	14.9
Change Period (Y+Rc), s	4.9	6.5	4.6	6.0		6.5	4.6	6.0
Max Green Setting (Gmax), s	9.6	53.6	10.0	25.4		67.5	10.4	25.0
Max Q Clear Time (g_c+I1), s	2.3	42.7	2.3	15.0		25.7	12.4	2.8
Green Ext Time (p_c), s	0.0	9.4	0.0	1.2		23.9	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	20.2
HCM 6th LOS	C

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	10	50	23	25	164	78	1273	6	24	1331	34
Future Volume (veh/h)	110	10	50	23	25	164	78	1273	6	24	1331	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	120	11	54	25	27	178	85	1384	7	26	1447	37
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	200	63	311	325	49	324	226	2050	10	111	2522	64
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.25	1.00	1.00	0.02	0.16	0.16
Sat Flow, veh/h	1177	275	1352	1337	213	1405	1781	3626	18	1781	5120	131
Grp Volume(v), veh/h	120	0	65	25	0	205	85	678	713	26	962	522
Grp Sat Flow(s),veh/h/ln	1177	0	1627	1337	0	1618	1781	1777	1867	1781	1702	1847
Q Serve(g_s), s	12.0	0.0	3.8	1.8	0.0	13.4	4.7	0.0	0.0	1.7	31.3	31.3
Cycle Q Clear(g_c), s	25.4	0.0	3.8	5.7	0.0	13.4	4.7	0.0	0.0	1.7	31.3	31.3
Prop In Lane	1.00		0.83	1.00		0.87	1.00		0.01	1.00		0.07
Lane Grp Cap(c), veh/h	200	0	375	325	0	373	226	1005	1056	111	1676	910
V/C Ratio(X)	0.60	0.00	0.17	0.08	0.00	0.55	0.38	0.67	0.68	0.23	0.57	0.57
Avail Cap(c_a), veh/h	233	0	420	362	0	418	226	1005	1056	111	1676	910
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.69	0.69	0.69
Uniform Delay (d), s/veh	51.9	0.0	37.0	39.3	0.0	40.7	40.8	0.0	0.0	55.9	38.6	38.6
Incr Delay (d2), s/veh	3.2	0.0	0.2	0.1	0.0	1.3	4.7	3.6	3.5	3.4	1.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	5.7	0.0	2.8	1.1	0.0	7.9	3.9	1.8	1.8	1.6	17.8	19.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.1	0.0	37.2	39.4	0.0	42.0	45.5	3.6	3.5	59.3	39.6	40.4
LnGrp LOS	E	A	D	D	A	D	D	A	A	E	D	D
Approach Vol, veh/h		185			230			1476			1510	
Approach Delay, s/veh		48.8			41.7			6.0			40.2	
Approach LOS		D			D			A			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	31.8	65.6		32.6	13.0	74.4		32.6
Change Period (Y+Rc), s	6.5	* 6.5		5.0	5.5	6.5		5.0
Max Green Setting (Gmax), s	12.3	* 59		31.0	7.5	64.5		31.0
Max Q Clear Time (g_c+I1), s	10.7	33.3		15.4	3.7	2.0		27.4
Green Ext Time (p_c), s	0.1	12.1		1.1	0.0	14.9		0.2

Intersection Summary		
HCM 6th Ctrl Delay		25.9
HCM 6th LOS		C

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	0	25	0	0	51	11	1714	18	19	1547	69
Future Volume (veh/h)	86	0	25	0	0	51	11	1714	18	19	1547	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	93	0	27	0	0	55	12	1863	20	21	1682	75
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	177	0	137	0	162	137	39	3082	33	312	2694	1202
Arrive On Green	0.09	0.00	0.09	0.00	0.00	0.09	0.02	0.59	0.59	0.35	1.00	1.00
Sat Flow, veh/h	1349	0	1585	0	1870	1585	1781	5208	56	1781	3554	1585
Grp Volume(v), veh/h	93	0	27	0	0	55	12	1217	666	21	1682	75
Grp Sat Flow(s),veh/h/ln	1349	0	1585	0	1870	1585	1781	1702	1860	1781	1777	1585
Q Serve(g_s), s	8.1	0.0	1.9	0.0	0.0	3.9	0.8	27.3	27.3	0.9	0.0	0.0
Cycle Q Clear(g_c), s	8.1	0.0	1.9	0.0	0.0	3.9	0.8	27.3	27.3	0.9	0.0	0.0
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	177	0	137	0	162	137	39	2014	1101	312	2694	1202
V/C Ratio(X)	0.53	0.00	0.20	0.00	0.00	0.40	0.31	0.60	0.60	0.07	0.62	0.06
Avail Cap(c_a), veh/h	352	0	343	0	405	343	119	2014	1101	312	2694	1202
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.8	0.0	50.9	0.0	0.0	51.9	57.8	15.6	15.6	32.5	0.0	0.0
Incr Delay (d2), s/veh	2.4	0.0	0.7	0.0	0.0	1.9	4.3	1.4	2.5	0.1	1.1	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(85%),veh/ln	4.6	0.0	1.4	0.0	0.0	5.5	0.7	13.9	15.4	0.8	0.7	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.2	0.0	51.6	0.0	0.0	53.7	62.1	16.9	18.0	32.6	1.1	0.1
LnGrp LOS	E	A	D	A	A	D	E	B	B	C	A	A
Approach Vol, veh/h		120			55			1895			1778	
Approach Delay, s/veh		55.1			53.7			17.6			1.4	
Approach LOS		E			D			B			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.5	97.5		15.0	27.5	77.5		15.0
Change Period (Y+Rc), s	4.9	6.5		4.6	6.5	* 6.5		4.6
Max Green Setting (Gmax), s	8.6	70.0		26.0	7.0	* 71		26.0
Max Q Clear Time (g_c+I1), s	2.8	2.0		10.1	2.9	29.3		5.9
Green Ext Time (p_c), s	0.0	25.2		0.3	0.0	21.2		0.1

Intersection Summary	
HCM 6th Ctrl Delay	11.8
HCM 6th LOS	B

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	353	901	38	120	1057	406	48	756	51	304	850	405
Future Volume (veh/h)	353	901	38	120	1057	406	48	756	51	304	850	405
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	384	979	41	130	1149	441	52	822	55	330	924	440
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	354	1339	706	256	1072	700	197	770	486	309	1024	718
Arrive On Green	0.16	0.38	0.38	0.09	0.30	0.30	0.07	0.22	0.22	0.14	0.29	0.29
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	384	979	41	130	1149	441	52	822	55	330	924	440
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	19.8	28.4	1.1	1.6	36.2	12.3	2.6	26.0	0.8	16.8	30.0	4.9
Cycle Q Clear(g_c), s	19.8	28.4	1.1	1.6	36.2	12.3	2.6	26.0	0.8	16.8	30.0	4.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	354	1339	706	256	1072	700	197	770	486	309	1024	718
V/C Ratio(X)	1.09	0.73	0.06	0.51	1.07	0.63	0.26	1.07	0.11	1.07	0.90	0.61
Avail Cap(c_a), veh/h	354	1339	706	256	1072	700	224	770	486	309	1024	718
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.60	0.60	0.60	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.4	32.2	8.1	48.8	41.9	9.3	33.8	47.0	13.3	35.4	41.1	11.2
Incr Delay (d2), s/veh	72.5	3.6	0.2	0.7	48.9	4.3	0.2	45.3	0.3	69.9	12.6	3.9
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(85%),veh/ln	22.9	16.4	0.9	5.6	29.2	6.7	2.0	20.3	1.2	17.5	18.8	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	120.9	35.7	8.2	49.4	90.8	13.6	33.9	92.3	13.6	105.3	53.7	15.1
LnGrp LOS	F	D	A	D	F	B	C	F	B	F	D	B
Approach Vol, veh/h		1404			1720			929			1694	
Approach Delay, s/veh		58.2			67.9			84.4			53.8	
Approach LOS		E			E			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.4	51.2	12.8	40.6	24.4	42.2	21.4	32.0
Change Period (Y+Rc), s	4.6	6.0	4.6	6.0	4.6	6.0	4.6	6.0
Max Green Setting (Gmax), s	10.8	45.2	10.0	32.8	19.8	36.2	16.8	26.0
Max Q Clear Time (g_c+I1), s	13.6	30.4	4.6	32.0	21.8	38.2	18.8	28.0
Green Ext Time (p_c), s	0.1	6.2	0.0	0.6	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	64.0
HCM 6th LOS	E

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	473	92	66	399	479	64	1139	20	176	775	128
Future Volume (veh/h)	172	473	92	66	399	479	64	1139	20	176	775	128
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	187	514	100	72	434	521	70	1238	22	191	842	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	280	876	170	265	1016	647	142	1250	22	217	1395	
Arrive On Green	0.06	0.30	0.30	0.05	0.29	0.29	0.08	0.35	0.35	0.12	0.39	0.00
Sat Flow, veh/h	1781	2969	575	1781	3554	1585	1781	3572	63	1781	3554	1585
Grp Volume(v), veh/h	187	307	307	72	434	521	70	616	644	191	842	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1767	1781	1777	1585	1781	1777	1859	1781	1777	1585
Q Serve(g_s), s	0.4	17.6	17.8	0.0	11.9	20.1	4.5	41.4	41.4	12.7	22.6	0.0
Cycle Q Clear(g_c), s	0.4	17.6	17.8	0.0	11.9	20.1	4.5	41.4	41.4	12.7	22.6	0.0
Prop In Lane	1.00		0.33	1.00		1.00	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	280	524	521	265	1016	647	142	622	651	217	1395	
V/C Ratio(X)	0.67	0.59	0.59	0.27	0.43	0.81	0.49	0.99	0.99	0.88	0.60	
Avail Cap(c_a), veh/h	280	524	521	265	1016	647	153	622	651	223	1395	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	46.2	36.0	36.1	43.2	34.9	31.3	52.9	38.8	38.8	51.8	29.0	0.0
Incr Delay (d2), s/veh	4.8	4.7	4.8	0.2	1.3	10.3	1.0	33.7	33.0	30.3	1.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	8.2	11.3	11.4	3.4	7.8	11.5	3.6	28.5	29.6	10.3	13.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.1	40.8	40.9	43.4	36.2	41.7	53.9	72.5	71.8	82.1	31.0	0.0
LnGrp LOS	D	D	D	D	D	D	D	E	E	F	C	
Approach Vol, veh/h		801			1027			1330			1033	A
Approach Delay, s/veh		43.2			39.5			71.2			40.4	
Approach LOS		D			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	41.4	14.6	53.1	12.0	40.3	19.7	48.0
Change Period (Y+Rc), s	4.6	6.0	5.0	* 6	4.6	6.0	5.0	6.0
Max Green Setting (Gmax), s	6.3	35.4	10.3	* 47	7.1	34.3	15.0	42.0
Max Q Clear Time (g_c+I1), s	2.0	19.8	6.5	24.6	2.4	22.1	14.7	43.4
Green Ext Time (p_c), s	0.0	4.6	0.0	10.6	0.1	5.4	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	50.5
HCM 6th LOS	D

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	335	144	585	511	176	123	902	903	128	606	52
Future Volume (veh/h)	45	335	144	585	511	176	123	902	903	128	606	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	49	364	157	636	555	191	134	980	739	139	659	57
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	144	859	383	922	1237	424	176	888	819	173	800	69
Arrive On Green	0.04	0.24	0.24	0.27	0.48	0.48	0.08	0.42	0.42	0.05	0.24	0.24
Sat Flow, veh/h	1781	3554	1585	3456	2596	891	1781	3554	1585	3456	3310	286
Grp Volume(v), veh/h	49	364	157	636	379	367	134	980	739	139	353	363
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1710	1781	1777	1585	1728	1777	1819
Q Serve(g_s), s	2.7	10.4	10.0	19.8	17.1	17.2	2.8	30.0	18.0	4.8	22.6	22.7
Cycle Q Clear(g_c), s	2.7	10.4	10.0	19.8	17.1	17.2	2.8	30.0	18.0	4.8	22.6	22.7
Prop In Lane	1.00		1.00	1.00		0.52	1.00		1.00	1.00		0.16
Lane Grp Cap(c), veh/h	144	859	383	922	847	815	176	888	819	173	429	440
V/C Ratio(X)	0.34	0.42	0.41	0.69	0.45	0.45	0.76	1.10	0.90	0.80	0.82	0.82
Avail Cap(c_a), veh/h	161	859	383	950	847	815	191	888	819	173	429	440
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.43	0.43	0.43	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.5	38.4	38.3	39.5	20.9	20.9	52.2	34.9	7.2	56.4	43.1	43.1
Incr Delay (d2), s/veh	1.0	1.5	3.2	1.9	1.7	1.8	6.7	54.3	7.5	22.9	16.2	16.0
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(85%),veh/ln	2.2	7.0	6.4	11.7	10.3	10.0	5.4	22.0	9.7	4.3	15.4	15.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.5	40.0	41.5	41.5	22.6	22.7	58.9	89.3	14.7	79.3	59.3	59.1
LnGrp LOS	D	D	D	D	C	C	E	F	B	E	E	E
Approach Vol, veh/h		570			1382			1853			855	
Approach Delay, s/veh		40.4			31.3			57.4			62.5	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	35.0	12.0	35.0	9.8	63.2	11.0	36.0
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	33.0	* 29	7.0	* 29	6.0	56.0	6.0	30.0
Max Q Clear Time (g_c+I1), s	21.8	12.4	4.8	24.7	4.7	19.2	6.8	32.0
Green Ext Time (p_c), s	1.5	2.7	0.0	1.8	0.0	5.5	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	48.5
HCM 6th LOS	D

Notes

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

User approved changes to right turn type.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	817	344	242	1601	1392	393
Future Volume (veh/h)	817	344	242	1601	1392	393
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	888	374	263	1740	1513	427
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	922	423	267	2260	1549	691
Arrive On Green	0.27	0.27	0.15	0.64	0.44	0.44
Sat Flow, veh/h	3456	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	888	374	263	1740	1513	427
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1777	1777	1585
Q Serve(g_s), s	30.4	27.2	17.7	41.9	50.2	25.0
Cycle Q Clear(g_c), s	30.4	27.2	17.7	41.9	50.2	25.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	922	423	267	2260	1549	691
V/C Ratio(X)	0.96	0.88	0.98	0.77	0.98	0.62
Avail Cap(c_a), veh/h	922	423	267	2260	1549	691
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.63	0.63
Uniform Delay (d), s/veh	43.4	42.2	50.9	15.6	33.3	26.1
Incr Delay (d2), s/veh	21.3	19.7	50.4	2.6	13.5	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	19.7	29.0	15.1	20.8	27.9	12.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	64.7	61.9	101.3	18.2	46.7	28.8
LnGrp LOS	E	E	F	B	D	C
Approach Vol, veh/h	1262			2003	1940	
Approach Delay, s/veh	63.9			29.1	42.8	
Approach LOS	E			C	D	

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	82.3		37.7	24.0	58.3
Change Period (Y+Rc), s	6.0		* 5.7	6.0	6.0
Max Green Setting (Gmax), s	76.3		* 32	18.0	52.3
Max Q Clear Time (g_c+I1), s	43.9		32.4	19.7	52.2
Green Ext Time (p_c), s	23.6		0.0	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	42.6
HCM 6th LOS	D

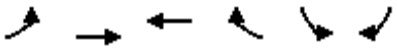
Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	310	688	240	170	644	237	373	1267	111	277	994	274
Future Volume (veh/h)	310	688	240	170	644	237	373	1267	111	277	994	274
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	337	748	261	185	700	258	405	1377	121	301	1080	298
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	313	980	437	225	720	321	387	1273	568	278	1057	472
Arrive On Green	0.14	0.28	0.28	0.07	0.20	0.20	0.18	0.36	0.36	0.12	0.30	0.30
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	337	748	261	185	700	258	405	1377	121	301	1080	298
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	16.8	23.2	17.1	8.0	23.5	18.6	22.0	43.0	6.4	14.7	35.7	19.5
Cycle Q Clear(g_c), s	16.8	23.2	17.1	8.0	23.5	18.6	22.0	43.0	6.4	14.7	35.7	19.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	313	980	437	225	720	321	387	1273	568	278	1057	472
V/C Ratio(X)	1.08	0.76	0.60	0.82	0.97	0.80	1.05	1.08	0.21	1.08	1.02	0.63
Avail Cap(c_a), veh/h	313	980	437	225	720	321	387	1273	568	278	1057	472
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.2	39.9	37.7	40.6	47.5	45.6	37.9	38.5	26.7	36.1	42.1	36.5
Incr Delay (d2), s/veh	72.3	5.6	5.9	20.6	27.5	18.9	58.8	50.3	0.9	77.5	33.2	6.3
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(85%),veh/ln	17.9	14.2	10.2	4.8	16.8	12.1	22.7	34.4	4.2	16.5	25.3	11.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	106.5	45.5	43.6	61.2	75.0	64.5	96.7	88.8	27.6	113.6	75.4	42.8
LnGrp LOS	F	D	D	E	E	E	F	F	C	F	F	D
Approach Vol, veh/h		1346			1143			1903			1679	
Approach Delay, s/veh		60.4			70.4			86.6			76.4	
Approach LOS		E			E			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.6	39.1	26.6	41.7	21.4	30.3	19.3	49.0
Change Period (Y+Rc), s	4.6	6.0	4.6	6.0	4.6	6.0	4.6	6.0
Max Green Setting (Gmax), s	8.0	33.1	22.0	35.7	16.8	24.3	14.7	43.0
Max Q Clear Time (g_c+I1), s	10.0	25.2	24.0	37.7	18.8	25.5	16.7	45.0
Green Ext Time (p_c), s	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	74.9
HCM 6th LOS	E



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	301	725	779	15	29	820
Future Volume (veh/h)	301	725	779	15	29	820
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	327	788	847	16	0	925
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	479	2211	1631	31	483	859
Arrive On Green	0.12	0.62	0.46	0.46	0.00	0.27
Sat Flow, veh/h	1781	3647	3661	67	1781	3170
Grp Volume(v), veh/h	327	788	422	441	0	925
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1858	1781	1585
Q Serve(g_s), s	8.1	9.7	15.2	15.2	0.0	24.4
Cycle Q Clear(g_c), s	8.1	9.7	15.2	15.2	0.0	24.4
Prop In Lane	1.00			0.04	1.00	1.00
Lane Grp Cap(c), veh/h	479	2211	812	850	483	859
V/C Ratio(X)	0.68	0.36	0.52	0.52	0.00	1.08
Avail Cap(c_a), veh/h	680	2211	812	850	483	859
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.2	8.3	17.4	17.4	0.0	32.8
Incr Delay (d2), s/veh	1.7	0.5	2.4	2.3	0.0	53.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	4.9	5.4	9.1	9.4	0.0	20.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.9	8.7	19.8	19.7	0.0	86.1
LnGrp LOS	B	A	B	B	A	F
Approach Vol, veh/h		1115	863		925	
Approach Delay, s/veh		10.2	19.7		86.1	
Approach LOS		B	B		F	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	14.9	46.1		29.0		61.0
Change Period (Y+Rc), s	4.0	* 5		4.6		* 5
Max Green Setting (Gmax), s	21.3	* 31		24.4		* 56
Max Q Clear Time (g_c+I1), s	10.1	17.2		26.4		11.7
Green Ext Time (p_c), s	0.8	4.7		0.0		6.7

Intersection Summary	
HCM 6th Ctrl Delay	37.2
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	220	730	29	123	714	113	87	1023	105	169	978	165
Future Volume (veh/h)	220	730	29	123	714	113	87	1023	105	169	978	165
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	239	793	32	134	776	123	95	1112	114	184	1063	179
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	201	1378	56	204	1407	627	183	1722	176	189	1611	271
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.53	0.53	0.53	0.53	0.53	0.53
Sat Flow, veh/h	619	3481	140	664	3554	1585	448	3254	333	455	3044	511
Grp Volume(v), veh/h	239	405	420	134	776	123	95	607	619	184	620	622
Grp Sat Flow(s),veh/h/ln	619	1777	1845	664	1777	1585	448	1777	1810	455	1777	1778
Q Serve(g_s), s	27.2	21.4	21.4	23.7	20.3	6.1	23.4	29.3	29.4	34.1	30.2	30.4
Cycle Q Clear(g_c), s	47.5	21.4	21.4	45.1	20.3	6.1	53.8	29.3	29.4	63.5	30.2	30.4
Prop In Lane	1.00		0.08	1.00		1.00	1.00		0.18	1.00		0.29
Lane Grp Cap(c), veh/h	201	703	730	204	1407	627	183	940	958	189	940	941
V/C Ratio(X)	1.19	0.58	0.58	0.66	0.55	0.20	0.52	0.65	0.65	0.97	0.66	0.66
Avail Cap(c_a), veh/h	201	703	730	204	1407	627	183	940	958	189	940	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.48	0.48	0.48
Uniform Delay (d), s/veh	50.5	28.4	28.4	46.0	28.0	23.7	40.0	20.2	20.2	48.0	20.4	20.5
Incr Delay (d2), s/veh	124.6	1.2	1.1	7.3	0.5	0.2	10.1	3.4	3.4	38.8	1.8	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	18.7	12.4	12.8	6.5	11.7	3.9	4.9	16.4	16.7	9.6	15.2	15.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	175.0	29.5	29.5	53.4	28.5	23.9	50.0	23.6	23.6	86.8	22.2	22.2
LnGrp LOS	F	C	C	D	C	C	D	C	C	F	C	C
Approach Vol, veh/h		1064			1033			1321			1426	
Approach Delay, s/veh		62.2			31.2			25.5			30.5	
Approach LOS		E			C			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	68.0	52.0	68.0	52.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	63.5	47.5	63.5	47.5
Max Q Clear Time (g_c+I1), s	55.8	49.5	65.5	47.1
Green Ext Time (p_c), s	5.1	0.0	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	36.3
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	37	2	33	151	0	11	0	12	0	0	0
Future Vol, veh/h	0	37	2	33	151	0	11	0	12	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	40	2	36	164	0	12	0	13	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	164	0	0	42	0	0	277	277	41	284	278	164
Stage 1	-	-	-	-	-	-	41	41	-	236	236	-
Stage 2	-	-	-	-	-	-	236	236	-	48	42	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1414	-	-	1567	-	-	675	631	1030	668	630	881
Stage 1	-	-	-	-	-	-	974	861	-	767	710	-
Stage 2	-	-	-	-	-	-	767	710	-	965	860	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1414	-	-	1567	-	-	662	615	1030	647	614	881
Mov Cap-2 Maneuver	-	-	-	-	-	-	662	615	-	647	614	-
Stage 1	-	-	-	-	-	-	974	861	-	767	692	-
Stage 2	-	-	-	-	-	-	748	692	-	953	860	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.3	9.6	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	814	1414	-	-	1567	-	-	-
HCM Lane V/C Ratio	0.031	-	-	-	0.023	-	-	-
HCM Control Delay (s)	9.6	0	-	-	7.4	0	-	0
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	996	168	99	499	0	0
Future Volume (veh/h)	996	168	99	499	0	0
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870		
Adj Flow Rate, veh/h	1083	183	108	542		
Peak Hour Factor	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2		
Cap, veh/h	2829	1262	201	3354		
Arrive On Green	0.80	0.80	0.11	0.94		
Sat Flow, veh/h	3647	1585	1781	3647		
Grp Volume(v), veh/h	1083	183	108	542		
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777		
Q Serve(g_s), s	11.6	3.5	7.4	1.3		
Cycle Q Clear(g_c), s	11.6	3.5	7.4	1.3		
Prop In Lane		1.00	1.00			
Lane Grp Cap(c), veh/h	2829	1262	201	3354		
V/C Ratio(X)	0.38	0.15	0.54	0.16		
Avail Cap(c_a), veh/h	2829	1262	206	3354		
HCM Platoon Ratio	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.81	0.81		
Uniform Delay (d), s/veh	3.9	3.1	54.4	0.2		
Incr Delay (d2), s/veh	0.4	0.2	2.1	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(85%),veh/ln	5.6	1.8	5.2	0.1		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.3	3.3	56.6	0.3		
LnGrp LOS	A	A	E	A		
Approach Vol, veh/h	1266			650		
Approach Delay, s/veh	4.1			9.7		
Approach LOS	A			A		

Timer - Assigned Phs	2			5	6
Phs Duration (G+Y+Rc), s	130.0			19.2	110.8
Change Period (Y+Rc), s	* 7.3			4.5	7.3
Max Green Setting (Gmax), s	* 1.1E2			15.0	102.7
Max Q Clear Time (g_c+I1), s	3.3			9.4	13.6
Green Ext Time (p_c), s	4.3			0.1	12.1

Intersection Summary	
HCM 6th Ctrl Delay	6.0
HCM 6th LOS	A

Notes

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	984	0	0	475	128	109
Future Volume (veh/h)	984	0	0	475	128	109
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	0	0	1870	1870	1870
Adj Flow Rate, veh/h	1070	0	0	516	139	118
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	0	2	2	2
Cap, veh/h	2575	0	0	2575	298	265
Arrive On Green	0.72	0.00	0.00	0.72	0.17	0.17
Sat Flow, veh/h	3741	0	0	3741	1781	1585
Grp Volume(v), veh/h	1070	0	0	516	139	118
Grp Sat Flow(s),veh/h/ln	1777	0	0	1777	1781	1585
Q Serve(g_s), s	13.1	0.0	0.0	5.1	7.8	7.4
Cycle Q Clear(g_c), s	13.1	0.0	0.0	5.1	7.8	7.4
Prop In Lane		0.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	2575	0	0	2575	298	265
V/C Ratio(X)	0.42	0.00	0.00	0.20	0.47	0.45
Avail Cap(c_a), veh/h	2575	0	0	2575	298	265
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.0	0.0	0.0	4.9	41.4	41.2
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.2	5.2	5.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	6.4	0.0	0.0	3.1	5.9	5.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	6.1	0.0	0.0	5.1	46.5	46.5
LnGrp LOS	A	A	A	A	D	D
Approach Vol, veh/h	1070			516	257	
Approach Delay, s/veh	6.1			5.1	46.5	
Approach LOS	A			A	D	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	87.0		23.0		87.0
Change Period (Y+Rc), s	7.3		4.6		7.3
Max Green Setting (Gmax), s	26.7		18.4		45.7
Max Q Clear Time (g_c+I1), s	7.1		9.8		15.1
Green Ext Time (p_c), s	3.4		0.4		9.4

Intersection Summary		
HCM 6th Ctrl Delay		11.4
HCM 6th LOS		B

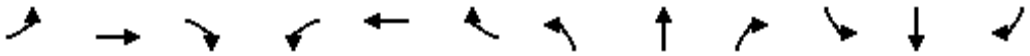
Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	281	0	0	0	0	1133	237	0	1335	0
Future Vol, veh/h	0	0	281	0	0	0	0	1133	237	0	1335	0
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	-	-	0	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	305	0	0	0	0	1232	258	0	1451	0

Major/Minor	Minor2						Major1			Major2		
Conflicting Flow All	-	-	726				-	0	0	-	-	0
Stage 1	-	-	-				-	-	-	-	-	-
Stage 2	-	-	-				-	-	-	-	-	-
Critical Hdwy	-	-	6.94				-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-				-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-				-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32				-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	367				0	-	-	0	-	0
Stage 1	0	0	-				0	-	-	0	-	0
Stage 2	0	0	-				0	-	-	0	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	0	367				-	-	-	-	-	-
Mov Cap-2 Maneuver	-	0	-				-	-	-	-	-	-
Stage 1	-	0	-				-	-	-	-	-	-
Stage 2	-	0	-				-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	48.5	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBT
Capacity (veh/h)	-	-	367	-
HCM Lane V/C Ratio	-	-	0.832	-
HCM Control Delay (s)	-	-	48.5	-
HCM Lane LOS	-	-	E	-
HCM 95th %tile Q(veh)	-	-	7.5	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	315	85	339	38	94	57	372	954	108	201	1788	358
Future Volume (veh/h)	315	85	339	38	94	57	372	954	108	201	1788	358
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	342	299	230	41	102	62	404	1037	117	218	1943	389
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	557	403	342	123	471	267	384	2087	235	457	1916	375
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.18	0.45	0.45	0.16	0.45	0.45
Sat Flow, veh/h	2444	1870	1585	874	2185	1239	1781	4656	524	1781	4285	838
Grp Volume(v), veh/h	342	299	230	41	82	82	404	758	396	218	1534	798
Grp Sat Flow(s),veh/h/ln	1222	1870	1585	874	1777	1647	1781	1702	1776	1781	1702	1719
Q Serve(g_s), s	14.8	16.4	14.6	5.1	4.2	4.5	19.7	17.4	17.4	1.2	49.2	49.2
Cycle Q Clear(g_c), s	19.3	16.4	14.6	21.5	4.2	4.5	19.7	17.4	17.4	1.2	49.2	49.2
Prop In Lane	1.00		1.00	1.00		0.75	1.00		0.30	1.00		0.49
Lane Grp Cap(c), veh/h	557	403	342	123	383	355	384	1526	796	457	1522	769
V/C Ratio(X)	0.61	0.74	0.67	0.33	0.21	0.23	1.05	0.50	0.50	0.48	1.01	1.04
Avail Cap(c_a), veh/h	608	442	375	142	420	389	384	1526	796	457	1522	769
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.6	40.3	39.6	50.3	35.5	35.6	32.6	21.5	21.6	33.3	30.4	30.4
Incr Delay (d2), s/veh	1.6	6.0	4.2	1.6	0.3	0.3	59.9	1.2	2.2	0.6	25.0	42.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	6.8	11.1	8.6	2.1	3.2	3.3	19.2	9.8	10.5	7.4	29.9	35.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.2	46.3	43.7	51.9	35.7	36.0	92.5	22.7	23.8	33.9	55.4	73.1
LnGrp LOS	D	D	D	D	D	D	F	C	C	C	F	F
Approach Vol, veh/h		871			205			1558			2550	
Approach Delay, s/veh		45.2			39.1			41.1			59.1	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	24.6	55.7		29.7	24.5	55.8		29.7				
Change Period (Y+Rc), s	4.9	6.5		6.0	6.5	* 6.5		6.0				
Max Green Setting (Gmax), s	19.7	46.9		26.0	17.3	* 49		26.0				
Max Q Clear Time (g_c+I1), s	21.7	51.2		23.5	3.2	19.4		21.3				
Green Ext Time (p_c), s	0.0	0.0		0.2	0.4	9.4		1.8				

Intersection Summary			
HCM 6th Ctrl Delay		50.6	
HCM 6th LOS		D	

Notes

User approved volume balancing among the lanes for turning movement.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	21	10	202	89	81	10	1489	236	140	1960	10
Future Volume (veh/h)	10	21	10	202	89	81	10	1489	236	140	1960	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		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	23	11	220	97	88	11	1618	257	152	2130	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	390	136	115	311	255	210	461	3027	479	163	2097	11
Arrive On Green	0.03	0.07	0.07	0.09	0.14	0.14	0.44	1.00	1.00	0.40	0.40	0.40
Sat Flow, veh/h	3456	1870	1585	1781	1850	1523	1781	4445	703	243	5242	27
Grp Volume(v), veh/h	11	23	11	220	93	92	11	1238	637	152	1383	758
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1781	1777	1596	1781	1702	1744	243	1702	1865
Q Serve(g_s), s	0.3	1.3	0.5	10.0	5.2	5.8	0.0	0.0	0.0	44.0	44.0	44.0
Cycle Q Clear(g_c), s	0.3	1.3	0.5	10.0	5.2	5.8	0.0	0.0	0.0	44.0	44.0	44.0
Prop In Lane	1.00		1.00	1.00		0.95	1.00		0.40	1.00		0.01
Lane Grp Cap(c), veh/h	390	136	115	311	245	220	461	2318	1187	163	1362	746
V/C Ratio(X)	0.03	0.17	0.10	0.71	0.38	0.42	0.02	0.53	0.54	0.93	1.02	1.02
Avail Cap(c_a), veh/h	614	425	360	311	404	363	461	2318	1187	163	1362	746
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.77	0.77	0.77	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.8	47.9	19.4	42.8	43.2	43.4	23.8	0.0	0.0	40.9	33.0	33.0
Incr Delay (d2), s/veh	0.0	0.6	0.4	6.1	1.0	1.3	0.0	0.7	1.3	54.9	28.3	37.0
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(85%),veh/ln	0.2	1.1	0.5	2.5	4.0	4.0	0.3	0.4	0.8	9.4	28.2	32.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.9	48.5	19.8	48.9	44.1	44.7	23.8	0.7	1.3	95.8	61.3	70.0
LnGrp LOS	D	D	B	D	D	D	C	A	A	F	F	F
Approach Vol, veh/h		45			405			1886			2293	
Approach Delay, s/veh		40.6			46.9			1.0			66.5	
Approach LOS		D			D			A			E	

Timer - Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	30.9	50.5	7.5	21.1		81.4	14.6	14.0
Change Period (Y+Rc), s	6.5	* 6.5	4.6	6.0		6.5	4.6	6.0
Max Green Setting (Gmax), s	9.6	* 44	10.0	25.0		57.9	10.0	25.0
Max Q Clear Time (g_c+I1), s	12.0	46.0	2.3	7.8		2.0	12.0	3.3
Green Ext Time (p_c), s	0.0	0.0	0.0	0.9		24.2	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	37.9
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	9	65	23	25	170	64	1038	44	57	1558	45
Future Volume (veh/h)	96	9	65	23	25	170	64	1038	44	57	1558	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	104	10	71	25	27	185	70	1128	48	62	1693	49
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	192	45	319	308	46	318	254	1676	71	245	2434	70
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.29	0.97	0.97	0.27	0.95	0.95
Sat Flow, veh/h	1170	199	1416	1317	206	1411	1781	3473	148	1781	5100	148
Grp Volume(v), veh/h	104	0	81	25	0	212	70	577	599	62	1130	612
Grp Sat Flow(s),veh/h/ln	1170	0	1615	1317	0	1616	1781	1777	1844	1781	1702	1844
Q Serve(g_s), s	9.6	0.0	4.5	1.7	0.0	12.9	3.4	3.5	3.5	3.0	4.9	4.9
Cycle Q Clear(g_c), s	22.4	0.0	4.5	6.2	0.0	12.9	3.4	3.5	3.5	3.0	4.9	4.9
Prop In Lane	1.00		0.88	1.00		0.87	1.00		0.08	1.00		0.08
Lane Grp Cap(c), veh/h	192	0	364	308	0	364	254	858	890	245	1625	880
V/C Ratio(X)	0.54	0.00	0.22	0.08	0.00	0.58	0.28	0.67	0.67	0.25	0.70	0.70
Avail Cap(c_a), veh/h	248	0	441	371	0	441	254	858	890	245	1625	880
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.73	0.73	0.73
Uniform Delay (d), s/veh	48.0	0.0	34.7	37.3	0.0	38.0	34.9	1.0	1.0	35.5	1.4	1.4
Incr Delay (d2), s/veh	2.4	0.0	0.3	0.1	0.0	1.5	2.7	4.2	4.1	1.8	1.8	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	4.7	0.0	3.2	1.0	0.0	7.6	2.9	2.7	2.8	2.4	1.9	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.3	0.0	35.1	37.4	0.0	39.5	37.5	5.2	5.1	37.3	3.2	4.8
LnGrp LOS	D	A	D	D	A	D	D	A	A	D	A	A
Approach Vol, veh/h		185			237			1246			1804	
Approach Delay, s/veh		43.7			39.2			7.0			4.9	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	21.2	59.0		29.8	20.6	59.6		29.8
Change Period (Y+Rc), s	5.5	6.5		5.0	5.5	6.5		5.0
Max Green Setting (Gmax), s	10.5	52.5		30.0	9.9	53.1		30.0
Max Q Clear Time (g_c+I1), s	15.4	6.9		14.9	5.0	5.5		24.4
Green Ext Time (p_c), s	0.0	19.5		1.2	0.0	10.7		0.4

Intersection Summary	
HCM 6th Ctrl Delay	10.1
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	3	28	0	0	11	74	1259	3	46	1400	169
Future Volume (veh/h)	100	3	28	0	0	11	74	1259	3	46	1400	169
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	109	3	30	0	0	12	80	1368	3	50	1522	184
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	201	14	141	0	181	153	118	2841	6	362	2457	1096
Arrive On Green	0.10	0.10	0.10	0.00	0.00	0.10	0.07	0.54	0.54	0.41	1.00	1.00
Sat Flow, veh/h	1402	146	1461	0	1870	1585	1781	5261	12	1781	3554	1585
Grp Volume(v), veh/h	109	0	33	0	0	12	80	885	486	50	1522	184
Grp Sat Flow(s),veh/h/ln	1402	0	1607	0	1870	1585	1781	1702	1868	1781	1777	1585
Q Serve(g_s), s	8.4	0.0	2.1	0.0	0.0	0.8	4.8	17.8	17.8	1.9	0.0	0.0
Cycle Q Clear(g_c), s	8.4	0.0	2.1	0.0	0.0	0.8	4.8	17.8	17.8	1.9	0.0	0.0
Prop In Lane	1.00		0.91	0.00		1.00	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	201	0	156	0	181	153	118	1838	1009	362	2457	1096
V/C Ratio(X)	0.54	0.00	0.21	0.00	0.00	0.08	0.68	0.48	0.48	0.14	0.62	0.17
Avail Cap(c_a), veh/h	397	0	380	0	442	375	147	1838	1009	362	2457	1096
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.6	0.0	45.8	0.0	0.0	45.2	50.2	15.7	15.7	26.6	0.0	0.0
Incr Delay (d2), s/veh	2.3	0.0	0.7	0.0	0.0	0.2	8.5	0.9	1.6	0.2	1.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	4.9	0.0	1.6	0.0	0.0	1.3	4.0	9.6	10.7	1.5	0.7	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.9	0.0	46.5	0.0	0.0	45.4	58.7	16.6	17.4	26.8	1.2	0.3
LnGrp LOS	D	A	D	A	A	D	E	B	B	C	A	A
Approach Vol, veh/h		142			12			1451			1756	
Approach Delay, s/veh		49.9			45.4			19.2			1.8	
Approach LOS		D			D			B			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.2	82.5		15.2	28.9	65.9		15.2
Change Period (Y+Rc), s	4.9	6.5		4.6	6.5	* 6.5		4.6
Max Green Setting (Gmax), s	9.1	58.9		26.0	8.6	* 59		26.0
Max Q Clear Time (g_c+I1), s	10.8	2.0		10.4	3.9	19.8		2.8
Green Ext Time (p_c), s	0.0	20.8		0.4	0.0	12.8		0.0

Intersection Summary	
HCM 6th Ctrl Delay	11.5
HCM 6th LOS	B

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	331	748	65	60	446	118	30	880	57	216	665	272
Future Volume (veh/h)	331	748	65	60	446	118	30	880	57	216	665	272
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	360	813	71	65	485	128	33	957	62	235	723	296
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	446	1164	611	258	788	517	189	1066	575	264	1277	837
Arrive On Green	0.17	0.33	0.33	0.06	0.22	0.22	0.06	0.30	0.30	0.10	0.36	0.36
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	360	813	71	65	485	128	33	957	62	235	723	296
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	16.5	21.9	3.2	3.0	13.5	2.0	1.5	28.4	1.7	9.4	18.0	11.9
Cycle Q Clear(g_c), s	16.5	21.9	3.2	3.0	13.5	2.0	1.5	28.4	1.7	9.4	18.0	11.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	446	1164	611	258	788	517	189	1066	575	264	1277	837
V/C Ratio(X)	0.81	0.70	0.12	0.25	0.62	0.25	0.17	0.90	0.11	0.89	0.57	0.35
Avail Cap(c_a), veh/h	459	1164	611	275	788	517	248	1066	575	305	1277	837
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.80	0.80	0.80	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.1	32.2	21.8	29.8	38.6	10.2	31.3	36.9	9.8	46.7	28.3	15.1
Incr Delay (d2), s/veh	9.2	3.5	0.4	0.2	3.6	1.1	0.1	9.8	0.3	21.9	1.8	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	10.9	13.1	2.2	2.3	8.9	2.3	1.2	17.0	1.4	10.8	10.8	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.3	35.7	22.1	30.0	42.2	11.3	31.4	46.7	10.1	68.5	30.2	16.2
LnGrp LOS	D	D	C	C	D	B	C	D	B	E	C	B
Approach Vol, veh/h		1244			678			1052			1254	
Approach Delay, s/veh		34.8			35.2			44.0			34.1	
Approach LOS		C			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	42.0	11.0	45.5	23.2	30.4	17.5	39.0
Change Period (Y+Rc), s	4.6	6.0	4.6	6.0	4.6	6.0	6.0	* 6
Max Green Setting (Gmax), s	8.3	33.8	10.0	37.0	19.4	22.4	14.0	* 33
Max Q Clear Time (g_c+I1), s	15.0	23.9	3.5	20.0	18.5	15.5	11.4	30.4
Green Ext Time (p_c), s	0.0	4.1	0.0	5.7	0.1	2.1	0.1	1.6

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

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	517	101	131	289	131	58	604	22	191	1058	254
Future Volume (veh/h)	86	517	101	131	289	131	58	604	22	191	1058	254
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	93	562	110	142	314	142	63	657	24	208	1150	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	575	1473	287	449	1783	1006	83	1049	38	237	1418	
Arrive On Green	0.05	0.50	0.50	0.06	0.50	0.50	0.05	0.30	0.30	0.13	0.40	0.00
Sat Flow, veh/h	1781	2965	578	1781	3554	1585	1781	3497	128	1781	3554	1585
Grp Volume(v), veh/h	93	336	336	142	314	142	63	334	347	208	1150	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1766	1781	1777	1585	1781	1777	1847	1781	1777	1585
Q Serve(g_s), s	2.7	12.9	13.0	4.3	5.3	1.0	3.8	17.8	17.8	12.6	31.6	0.0
Cycle Q Clear(g_c), s	2.7	12.9	13.0	4.3	5.3	1.0	3.8	17.8	17.8	12.6	31.6	0.0
Prop In Lane	1.00		0.33	1.00		1.00	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	575	883	877	449	1783	1006	83	533	554	237	1418	
V/C Ratio(X)	0.16	0.38	0.38	0.32	0.18	0.14	0.76	0.63	0.63	0.88	0.81	
Avail Cap(c_a), veh/h	582	883	877	449	1783	1006	107	533	554	243	1418	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	12.0	17.2	17.2	13.0	15.0	8.1	51.8	33.2	33.2	46.8	29.4	0.0
Incr Delay (d2), s/veh	0.0	1.2	1.3	0.1	0.2	0.3	14.7	5.5	5.3	28.5	5.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	1.9	7.9	7.9	3.0	3.7	2.4	3.5	11.4	11.8	10.3	18.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.1	18.4	18.5	13.2	15.2	8.4	66.6	38.7	38.5	75.3	34.5	0.0
LnGrp LOS	B	B	B	B	B	A	E	D	D	E	C	
Approach Vol, veh/h		765			598			744			1358	A
Approach Delay, s/veh		17.7			13.1			40.9			40.8	
Approach LOS		B			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.8	61.2	9.7	49.9	10.3	61.8	20.6	39.0
Change Period (Y+Rc), s	4.6	6.0	4.6	6.0	4.6	6.0	6.0	* 6
Max Green Setting (Gmax), s	6.2	34.2	6.6	41.8	6.1	34.3	15.0	* 33
Max Q Clear Time (g_c+I1), s	6.3	15.0	5.8	33.6	4.7	7.3	14.6	19.8
Green Ext Time (p_c), s	0.0	5.7	0.0	6.3	0.0	3.8	0.0	4.7

Intersection Summary	
HCM 6th Ctrl Delay	30.9
HCM 6th LOS	C

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	178	90	494	346	69	118	469	741	99	795	32
Future Volume (veh/h)	26	178	90	494	346	69	118	469	741	99	795	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	28	193	98	537	376	75	128	510	605	108	864	35
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	400	1054	470	609	1305	258	163	937	697	188	949	38
Arrive On Green	0.03	0.30	0.30	0.18	0.44	0.44	0.02	0.09	0.09	0.05	0.27	0.27
Sat Flow, veh/h	1781	3554	1585	3456	2958	584	1781	3554	1585	3456	3481	141
Grp Volume(v), veh/h	28	193	98	537	224	227	128	510	605	108	441	458
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1765	1781	1777	1585	1728	1777	1845
Q Serve(g_s), s	1.2	4.4	5.1	16.7	8.9	9.1	6.0	15.1	20.9	3.4	26.4	26.4
Cycle Q Clear(g_c), s	1.2	4.4	5.1	16.7	8.9	9.1	6.0	15.1	20.9	3.4	26.4	26.4
Prop In Lane	1.00		1.00	1.00		0.33	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	400	1054	470	609	784	779	163	937	697	188	485	503
V/C Ratio(X)	0.07	0.18	0.21	0.88	0.29	0.29	0.79	0.54	0.87	0.57	0.91	0.91
Avail Cap(c_a), veh/h	441	1054	470	723	784	779	163	937	697	220	485	503
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.75	0.75	0.75	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.2	28.8	29.0	44.2	19.6	19.7	38.8	43.9	14.5	50.7	38.7	38.7
Incr Delay (d2), s/veh	0.1	0.4	1.0	10.5	0.9	0.9	16.8	1.7	10.8	2.0	23.7	23.1
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(85%),veh/ln	0.9	3.4	3.6	10.9	5.9	5.9	5.4	9.9	13.6	2.7	18.5	19.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.3	29.2	30.0	54.7	20.6	20.6	55.6	45.6	25.3	52.8	62.4	61.8
LnGrp LOS	C	C	C	D	C	C	E	D	C	D	E	E
Approach Vol, veh/h		319			988			1243			1007	
Approach Delay, s/veh		29.1			39.1			36.7			61.1	
Approach LOS		C			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.4	38.6	11.0	36.0	8.4	54.6	12.0	35.0
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	6.0	* 6
Max Green Setting (Gmax), s	23.0	29.0	6.0	30.0	6.0	46.0	7.0	* 29
Max Q Clear Time (g_c+I1), s	10.7	7.1	8.0	28.4	3.2	11.1	5.4	22.9
Green Ext Time (p_c), s	0.7	1.5	0.0	0.9	0.0	3.0	0.0	3.4

Intersection Summary	
HCM 6th Ctrl Delay	43.6
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	686	328	154	903	1275	315
Future Volume (veh/h)	686	328	154	903	1275	315
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	746	357	167	982	1386	342
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	858	393	196	2294	1709	762
Arrive On Green	0.25	0.25	0.11	0.65	0.64	0.64
Sat Flow, veh/h	3456	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	746	357	167	982	1386	342
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1777	1777	1585
Q Serve(g_s), s	22.8	24.0	10.1	14.9	32.1	12.0
Cycle Q Clear(g_c), s	22.8	24.0	10.1	14.9	32.1	12.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	858	393	196	2294	1709	762
V/C Ratio(X)	0.87	0.91	0.85	0.43	0.81	0.45
Avail Cap(c_a), veh/h	889	408	227	2294	1709	762
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.43	0.43
Uniform Delay (d), s/veh	39.6	40.1	48.1	9.6	16.1	12.4
Incr Delay (d2), s/veh	9.2	23.5	20.8	0.6	1.9	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	14.1	26.5	8.1	8.0	13.0	5.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	48.9	63.6	68.9	10.1	18.0	13.3
LnGrp LOS	D	E	E	B	B	B
Approach Vol, veh/h	1103			1149	1728	
Approach Delay, s/veh	53.6			18.7	17.0	
Approach LOS	D			B	B	

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	77.0		33.0	18.1	58.9
Change Period (Y+Rc), s	6.0		* 5.7	6.0	6.0
Max Green Setting (Gmax), s	70.0		* 28	14.0	50.0
Max Q Clear Time (g_c+I1), s	16.9		26.0	12.1	34.1
Green Ext Time (p_c), s	13.7		1.3	0.0	12.3

Intersection Summary	
HCM 6th Ctrl Delay	27.7
HCM 6th LOS	C

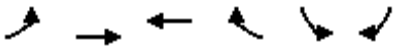
Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	257	408	287	107	276	161	103	604	55	211	1228	152
Future Volume (veh/h)	257	408	287	107	276	161	103	604	55	211	1228	152
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	279	443	312	116	300	175	112	657	60	229	1335	165
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	404	963	429	297	788	352	186	1341	598	409	1486	663
Arrive On Green	0.11	0.27	0.27	0.06	0.22	0.22	0.05	0.38	0.38	0.10	0.42	0.42
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	279	443	312	116	300	175	112	657	60	229	1335	165
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	12.4	11.4	19.7	5.5	7.9	10.6	4.2	15.5	2.7	8.3	38.5	7.4
Cycle Q Clear(g_c), s	12.4	11.4	19.7	5.5	7.9	10.6	4.2	15.5	2.7	8.3	38.5	7.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	404	963	429	297	788	352	186	1341	598	409	1486	663
V/C Ratio(X)	0.69	0.46	0.73	0.39	0.38	0.50	0.60	0.49	0.10	0.56	0.90	0.25
Avail Cap(c_a), veh/h	404	963	429	297	788	352	199	1341	598	485	1486	663
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.6	33.4	36.4	30.2	36.4	37.4	26.0	26.2	22.2	18.4	29.8	20.8
Incr Delay (d2), s/veh	4.6	1.6	10.3	0.6	1.4	5.0	3.8	1.3	0.3	0.9	9.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	8.7	7.5	11.8	4.0	5.5	6.8	3.4	9.4	1.9	5.4	22.1	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.2	35.0	46.7	30.9	37.8	42.4	29.7	27.4	22.5	19.3	38.8	21.7
LnGrp LOS	C	C	D	C	D	D	C	C	C	B	D	C
Approach Vol, veh/h		1034			591			829			1729	
Approach Delay, s/veh		38.0			37.8			27.4			34.6	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.6	35.8	10.6	52.0	17.0	30.4	15.1	47.5
Change Period (Y+Rc), s	4.6	6.0	4.6	6.0	4.6	6.0	4.6	6.0
Max Green Setting (Gmax), s	7.0	29.0	6.8	46.0	12.4	23.6	15.2	37.6
Max Q Clear Time (g_c+I1), s	7.5	21.7	6.2	40.5	14.4	12.6	10.3	17.5
Green Ext Time (p_c), s	0.0	2.4	0.0	4.1	0.0	1.9	0.2	4.7

Intersection Summary	
HCM 6th Ctrl Delay	34.5
HCM 6th LOS	C



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	512	1186	475	22	38	331
Future Volume (veh/h)	512	1186	475	22	38	331
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	557	1289	516	24	0	404
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	745	2515	1651	77	331	588
Arrive On Green	0.19	0.71	0.48	0.48	0.00	0.19
Sat Flow, veh/h	1781	3647	3551	161	1781	3170
Grp Volume(v), veh/h	557	1289	265	275	0	404
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1841	1781	1585
Q Serve(g_s), s	12.9	15.0	8.2	8.3	0.0	10.7
Cycle Q Clear(g_c), s	12.9	15.0	8.2	8.3	0.0	10.7
Prop In Lane	1.00			0.09	1.00	1.00
Lane Grp Cap(c), veh/h	745	2515	848	879	331	588
V/C Ratio(X)	0.75	0.51	0.31	0.31	0.00	0.69
Avail Cap(c_a), veh/h	1146	2515	848	879	331	588
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.1	6.0	14.4	14.5	0.0	34.2
Incr Delay (d2), s/veh	1.5	0.7	1.0	0.9	0.0	6.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	6.5	7.0	5.3	5.5	0.0	6.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.6	6.8	15.4	15.4	0.0	40.6
LnGrp LOS	A	A	B	B	A	D
Approach Vol, veh/h		1846	540		404	
Approach Delay, s/veh		7.6	15.4		40.6	
Approach LOS		A	B		D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	20.7	48.0		21.3		68.7
Change Period (Y+Rc), s	4.0	* 5		4.6		* 5
Max Green Setting (Gmax), s	37.0	* 23		16.7		* 64
Max Q Clear Time (g_c+I1), s	14.9	10.3		12.7		17.0
Green Ext Time (p_c), s	1.9	2.6		0.6		13.8

Intersection Summary	
HCM 6th Ctrl Delay	13.9
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	256	579	35	181	462	81	42	737	75	197	1332	123
Future Volume (veh/h)	256	579	35	181	462	81	42	737	75	197	1332	123
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	278	629	38	197	502	88	46	801	82	214	1448	134
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	310	1346	81	264	1405	627	112	1701	174	296	1720	158
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.52	0.52	0.52	0.52	0.52	0.52
Sat Flow, veh/h	826	3405	205	769	3554	1585	323	3254	333	629	3290	303
Grp Volume(v), veh/h	278	328	339	197	502	88	46	437	446	214	778	804
Grp Sat Flow(s),veh/h/ln	826	1777	1833	769	1777	1585	323	1777	1810	629	1777	1816
Q Serve(g_s), s	32.6	15.1	15.1	28.1	10.9	3.9	15.6	17.1	17.1	35.9	40.9	41.7
Cycle Q Clear(g_c), s	43.5	15.1	15.1	43.2	10.9	3.9	57.4	17.1	17.1	53.1	40.9	41.7
Prop In Lane	1.00		0.11	1.00		1.00	1.00		0.18	1.00		0.17
Lane Grp Cap(c), veh/h	310	703	725	264	1405	627	112	929	946	296	929	949
V/C Ratio(X)	0.90	0.47	0.47	0.75	0.36	0.14	0.41	0.47	0.47	0.72	0.84	0.85
Avail Cap(c_a), veh/h	310	703	725	264	1405	627	112	929	946	296	929	949
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86
Uniform Delay (d), s/veh	40.7	24.7	24.7	40.7	23.4	21.3	47.1	16.6	16.6	33.4	22.3	22.5
Incr Delay (d2), s/veh	26.8	0.5	0.5	11.0	0.2	0.1	10.8	1.7	1.7	12.4	7.8	8.1
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(85%),veh/ln	18.3	9.0	9.2	8.6	6.8	2.6	2.9	10.0	10.2	8.8	22.3	23.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.4	25.1	25.1	51.6	23.6	21.4	57.9	18.3	18.3	45.8	30.0	30.6
LnGrp LOS	E	C	C	D	C	C	E	B	B	D	C	C
Approach Vol, veh/h		945			787			929			1796	
Approach Delay, s/veh		37.6			30.3			20.3			32.2	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	62.0	48.0	62.0	48.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	57.5	43.5	57.5	43.5
Max Q Clear Time (g_c+I1), s	59.4	45.5	55.1	45.2
Green Ext Time (p_c), s	0.0	0.0	2.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	30.5
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	167	6	38	33	0	2	0	30	0	0	0
Future Vol, veh/h	0	167	6	38	33	0	2	0	30	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	182	7	41	36	0	2	0	33	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	36	0	0	189	0	0	304	304	186	320	307	36
Stage 1	-	-	-	-	-	-	186	186	-	118	118	-
Stage 2	-	-	-	-	-	-	118	118	-	202	189	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1575	-	-	1385	-	-	648	609	856	633	607	1037
Stage 1	-	-	-	-	-	-	816	746	-	887	798	-
Stage 2	-	-	-	-	-	-	887	798	-	800	744	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1575	-	-	1385	-	-	633	591	856	595	589	1037
Mov Cap-2 Maneuver	-	-	-	-	-	-	633	591	-	595	589	-
Stage 1	-	-	-	-	-	-	816	746	-	887	774	-
Stage 2	-	-	-	-	-	-	860	774	-	770	744	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	4.1	9.5	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	838	1575	-	-	1385	-	-	-
HCM Lane V/C Ratio	0.042	-	-	-	0.03	-	-	-
HCM Control Delay (s)	9.5	0	-	-	7.7	0	-	0
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1050	154	149	902	0	0
Future Volume (veh/h)	1050	154	149	902	0	0
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870		
Adj Flow Rate, veh/h	1141	167	162	980		
Peak Hour Factor	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2		
Cap, veh/h	2874	1282	191	3368		
Arrive On Green	0.81	0.81	0.11	0.95		
Sat Flow, veh/h	3647	1585	1781	3647		
Grp Volume(v), veh/h	1141	167	162	980		
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777		
Q Serve(g_s), s	12.7	3.2	12.5	2.8		
Cycle Q Clear(g_c), s	12.7	3.2	12.5	2.8		
Prop In Lane		1.00	1.00			
Lane Grp Cap(c), veh/h	2874	1282	191	3368		
V/C Ratio(X)	0.40	0.13	0.85	0.29		
Avail Cap(c_a), veh/h	2874	1282	191	3368		
HCM Platoon Ratio	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.45	0.45		
Uniform Delay (d), s/veh	3.8	2.9	61.4	0.3		
Incr Delay (d2), s/veh	0.4	0.2	15.1	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(85%),veh/ln	6.1	1.7	8.2	0.1		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.2	3.1	76.5	0.4		
LnGrp LOS	A	A	E	A		
Approach Vol, veh/h	1308			1142		
Approach Delay, s/veh	4.0			11.2		
Approach LOS	A			B		

Timer - Assigned Phs	2				5	6
Phs Duration (G+Y+Rc), s	140.0				19.5	120.5
Change Period (Y+Rc), s	* 7.3				4.5	7.3
Max Green Setting (Gmax), s	* 1.2E2				15.0	112.7
Max Q Clear Time (g_c+I1), s	4.8				14.5	14.7
Green Ext Time (p_c), s	9.4				0.0	13.1

Intersection Summary	
HCM 6th Ctrl Delay	7.4
HCM 6th LOS	A

Notes

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1062	0	0	829	221	183
Future Volume (veh/h)	1062	0	0	829	221	183
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	0	0	1870	1870	1870
Adj Flow Rate, veh/h	1154	0	0	901	240	199
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	0	2	2	2
Cap, veh/h	2588	0	0	2588	307	273
Arrive On Green	0.73	0.00	0.00	0.73	0.17	0.17
Sat Flow, veh/h	3741	0	0	3741	1781	1585
Grp Volume(v), veh/h	1154	0	0	901	240	199
Grp Sat Flow(s),veh/h/ln	1777	0	0	1777	1781	1585
Q Serve(g_s), s	15.7	0.0	0.0	11.1	15.5	14.3
Cycle Q Clear(g_c), s	15.7	0.0	0.0	11.1	15.5	14.3
Prop In Lane		0.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	2588	0	0	2588	307	273
V/C Ratio(X)	0.45	0.00	0.00	0.35	0.78	0.73
Avail Cap(c_a), veh/h	2588	0	0	2588	307	273
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.6	0.0	0.0	5.9	47.5	47.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.4	17.7	15.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	7.6	0.0	0.0	5.9	11.4	9.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	6.7	0.0	0.0	6.3	65.2	62.6
LnGrp LOS	A	A	A	A	E	E
Approach Vol, veh/h	1154			901	439	
Approach Delay, s/veh	6.7			6.3	64.0	
Approach LOS	A			A	E	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	94.7		25.3		94.7
Change Period (Y+Rc), s	7.3		4.6		7.3
Max Green Setting (Gmax), s	36.2		20.7		43.9
Max Q Clear Time (g_c+I1), s	13.1		17.5		17.7
Green Ext Time (p_c), s	6.8		0.4		9.8

Intersection Summary		
HCM 6th Ctrl Delay	16.6	
HCM 6th LOS	B	

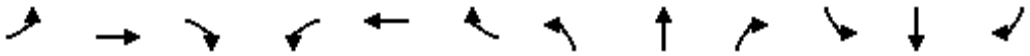
Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	259	0	0	0	0	1589	404	0	1431	0
Future Vol, veh/h	0	0	259	0	0	0	0	1589	404	0	1431	0
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	-	-	0	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	282	0	0	0	0	1727	439	0	1555	0

Major/Minor	Minor2						Major1			Major2		
Conflicting Flow All	-	-	778				-	0	0	-	-	0
Stage 1	-	-	-				-	-	-	-	-	-
Stage 2	-	-	-				-	-	-	-	-	-
Critical Hdwy	-	-	6.94				-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-				-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-				-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32				-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	339				0	-	-	0	-	0
Stage 1	0	0	-				0	-	-	0	-	0
Stage 2	0	0	-				0	-	-	0	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	0	339				-	-	-	-	-	-
Mov Cap-2 Maneuver	-	0	-				-	-	-	-	-	-
Stage 1	-	0	-				-	-	-	-	-	-
Stage 2	-	0	-				-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	51.1	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBT
Capacity (veh/h)	-	-	339	-
HCM Lane V/C Ratio	-	-	0.83	-
HCM Control Delay (s)	-	-	51.1	-
HCM Lane LOS	-	-	F	-
HCM 95th %tile Q(veh)	-	-	7.3	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	370	96	379	108	84	284	337	1411	44	77	1356	309
Future Volume (veh/h)	370	96	379	108	84	284	337	1411	44	77	1356	309
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	402	335	258	117	91	309	366	1534	48	84	1474	336
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	316	514	436	156	489	436	408	2690	84	198	1612	366
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.19	0.53	0.53	0.06	0.39	0.39
Sat Flow, veh/h	1969	1870	1585	824	1777	1585	1781	5087	159	1781	4160	944
Grp Volume(v), veh/h	402	335	258	117	91	309	366	1027	555	84	1205	605
Grp Sat Flow(s),veh/h/ln	985	1870	1585	824	1777	1585	1781	1702	1842	1781	1702	1700
Q Serve(g_s), s	11.9	19.0	16.9	14.0	4.7	21.1	19.3	24.4	24.4	3.8	40.3	40.6
Cycle Q Clear(g_c), s	33.0	19.0	16.9	33.0	4.7	21.1	19.3	24.4	24.4	3.8	40.3	40.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.09	1.00		0.56
Lane Grp Cap(c), veh/h	316	514	436	156	489	436	408	1800	974	198	1319	659
V/C Ratio(X)	1.27	0.65	0.59	0.75	0.19	0.71	0.90	0.57	0.57	0.43	0.91	0.92
Avail Cap(c_a), veh/h	316	514	436	156	489	436	411	1800	974	223	1319	659
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.3	38.4	37.7	54.2	33.2	39.2	45.3	19.1	19.1	29.5	34.8	34.9
Incr Delay (d2), s/veh	145.2	2.9	2.1	18.0	0.2	5.3	21.4	1.3	2.4	1.1	11.2	19.9
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(85%),veh/ln	16.5	12.2	9.5	6.5	3.6	11.9	16.7	13.0	14.3	3.0	22.8	24.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	201.5	41.3	39.8	72.2	33.4	44.4	66.7	20.4	21.5	30.5	46.0	54.9
LnGrp LOS	F	D	D	E	C	D	E	C	C	C	D	D
Approach Vol, veh/h		995			517			1948			1894	
Approach Delay, s/veh		105.7			48.8			29.4			48.2	
Approach LOS		F			D			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	29.4	53.0		39.0	12.4	70.0		39.0				
Change Period (Y+Rc), s	6.5	* 6.5		6.0	4.9	6.5		6.0				
Max Green Setting (Gmax), s	23.1	* 47		33.0	9.2	60.4		33.0				
Max Q Clear Time (g_c+I1), s	21.3	42.6		35.0	5.8	26.4		35.0				
Green Ext Time (p_c), s	0.2	3.3		0.0	0.0	15.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		52.1
HCM 6th LOS		D

Notes

User approved volume balancing among the lanes for turning movement.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	4	10	276	106	163	10	1681	206	56	1895	10
Future Volume (veh/h)	10	4	10	276	106	163	10	1681	206	56	1895	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		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	4	11	300	115	177	11	1827	224	61	2060	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	265	139	118	316	241	215	180	3211	391	143	3315	18
Arrive On Green	0.03	0.07	0.07	0.09	0.14	0.14	0.02	0.47	0.47	0.63	0.63	0.63
Sat Flow, veh/h	3456	1870	1585	1781	1777	1585	1781	4612	562	205	5241	28
Grp Volume(v), veh/h	11	4	11	300	115	177	11	1345	706	61	1338	733
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1781	1777	1585	1781	1702	1769	205	1702	1865
Q Serve(g_s), s	0.3	0.2	0.8	10.4	7.2	13.0	0.2	34.4	34.8	30.2	28.5	28.6
Cycle Q Clear(g_c), s	0.3	0.2	0.8	10.4	7.2	13.0	0.2	34.4	34.8	57.4	28.5	28.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.32	1.00		0.01
Lane Grp Cap(c), veh/h	265	139	118	316	241	215	180	2371	1232	143	2153	1180
V/C Ratio(X)	0.04	0.03	0.09	0.95	0.48	0.82	0.06	0.57	0.57	0.43	0.62	0.62
Avail Cap(c_a), veh/h	465	390	330	316	376	336	273	2371	1232	143	2153	1180
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.58	0.58	0.58	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.9	51.5	51.8	50.2	47.9	50.5	10.7	18.9	19.0	30.1	13.3	13.4
Incr Delay (d2), s/veh	0.1	0.1	0.3	37.2	1.5	9.1	0.1	0.6	1.1	9.0	1.4	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	0.3	0.2	0.6	10.1	5.2	8.2	0.2	17.8	18.8	3.2	14.1	15.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.0	51.6	52.1	87.4	49.4	59.6	10.7	19.5	20.1	39.2	14.7	15.8
LnGrp LOS	D	D	D	F	D	E	B	B	C	D	B	B
Approach Vol, veh/h		26			592			2062			2132	
Approach Delay, s/veh		50.7			71.7			19.7			15.8	
Approach LOS		D			E			B			B	

Timer - Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	7.7	82.4	7.7	22.3		90.1	15.0	14.9
Change Period (Y+Rc), s	4.9	6.5	4.6	6.0		6.5	4.6	6.0
Max Green Setting (Gmax), s	3.0	53.6	10.0	25.4		67.5	10.4	25.0
Max Q Clear Time (g_c+I1), s	2.3	59.4	2.3	15.0		36.8	12.4	2.8
Green Ext Time (p_c), s	0.0	0.0	0.0	1.2		20.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	24.5
HCM 6th LOS	C

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	10	50	23	25	176	78	1283	6	24	1348	34
Future Volume (veh/h)	110	10	50	23	25	176	78	1283	6	24	1348	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	120	11	54	25	27	191	85	1395	7	26	1465	37
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	199	66	322	336	48	337	212	2022	10	111	2522	64
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.24	1.00	1.00	0.02	0.16	0.16
Sat Flow, veh/h	1163	275	1352	1337	200	1415	1781	3626	18	1781	5122	129
Grp Volume(v), veh/h	120	0	65	25	0	218	85	684	718	26	974	528
Grp Sat Flow(s),veh/h/ln	1163	0	1627	1337	0	1616	1781	1777	1867	1781	1702	1847
Q Serve(g_s), s	12.2	0.0	3.8	1.8	0.0	14.3	4.8	0.0	0.0	1.7	31.7	31.7
Cycle Q Clear(g_c), s	26.4	0.0	3.8	5.6	0.0	14.3	4.8	0.0	0.0	1.7	31.7	31.7
Prop In Lane	1.00		0.83	1.00		0.88	1.00		0.01	1.00		0.07
Lane Grp Cap(c), veh/h	199	0	388	336	0	385	212	991	1041	111	1676	910
V/C Ratio(X)	0.60	0.00	0.17	0.07	0.00	0.57	0.40	0.69	0.69	0.23	0.58	0.58
Avail Cap(c_a), veh/h	222	0	420	363	0	417	212	991	1041	111	1676	910
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.69	0.69	0.69
Uniform Delay (d), s/veh	51.9	0.0	36.3	38.5	0.0	40.2	42.1	0.0	0.0	55.9	38.8	38.8
Incr Delay (d2), s/veh	3.8	0.0	0.2	0.1	0.0	1.5	5.5	3.9	3.8	3.4	1.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	5.8	0.0	2.8	1.1	0.0	8.3	4.0	1.9	2.0	1.6	18.0	19.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.6	0.0	36.5	38.6	0.0	41.8	47.6	3.9	3.8	59.3	39.8	40.7
LnGrp LOS	E	A	D	D	A	D	D	A	A	E	D	D
Approach Vol, veh/h		185			243			1487			1528	
Approach Delay, s/veh		48.9			41.4			6.3			40.4	
Approach LOS		D			D			A			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	20.8	65.6		33.6	13.0	73.4		33.6
Change Period (Y+Rc), s	6.5	* 6.5		5.0	5.5	6.5		5.0
Max Green Setting (Gmax), s	12.3	* 59		31.0	7.5	64.5		31.0
Max Q Clear Time (g_c+I1), s	16.8	33.7		16.3	3.7	2.0		28.4
Green Ext Time (p_c), s	0.1	12.2		1.2	0.0	15.1		0.2

Intersection Summary	
HCM 6th Ctrl Delay	26.2
HCM 6th LOS	C

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	186	0	63	0	0	51	46	1757	18	19	1586	83
Future Volume (veh/h)	186	0	63	0	0	51	46	1757	18	19	1586	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	202	0	68	0	0	55	50	1910	20	21	1724	90
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	286	0	266	0	314	266	96	3065	32	173	2291	1022
Arrive On Green	0.17	0.00	0.17	0.00	0.00	0.17	0.05	0.59	0.59	0.19	1.00	1.00
Sat Flow, veh/h	1349	0	1585	0	1870	1585	1781	5210	55	1781	3554	1585
Grp Volume(v), veh/h	202	0	68	0	0	55	50	1248	682	21	1724	90
Grp Sat Flow(s),veh/h/ln	1349	0	1585	0	1870	1585	1781	1702	1861	1781	1777	1585
Q Serve(g_s), s	17.6	0.0	4.5	0.0	0.0	3.6	3.3	28.6	28.6	1.2	0.0	0.0
Cycle Q Clear(g_c), s	17.6	0.0	4.5	0.0	0.0	3.6	3.3	28.6	28.6	1.2	0.0	0.0
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	286	0	266	0	314	266	96	2003	1095	173	2291	1022
V/C Ratio(X)	0.71	0.00	0.26	0.00	0.00	0.21	0.52	0.62	0.62	0.12	0.75	0.09
Avail Cap(c_a), veh/h	357	0	349	0	411	349	120	2003	1095	173	2291	1022
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.9	0.0	43.4	0.0	0.0	43.0	55.2	16.1	16.1	44.1	0.0	0.0
Incr Delay (d2), s/veh	4.6	0.0	0.5	0.0	0.0	0.4	4.3	1.5	2.7	0.3	2.3	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(85%),veh/ln	8.9	0.0	3.2	0.0	0.0	5.3	2.9	14.5	16.1	1.0	1.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.5	0.0	43.9	0.0	0.0	43.4	59.5	17.5	18.7	44.4	2.3	0.2
LnGrp LOS	D	A	D	A	A	D	E	B	B	D	A	A
Approach Vol, veh/h		270			55			1980			1835	
Approach Delay, s/veh		51.1			43.4			19.0			2.7	
Approach LOS		D			D			B			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.4	83.9		24.7	18.2	77.1		24.7
Change Period (Y+Rc), s	4.9	6.5		4.6	6.5	* 6.5		4.6
Max Green Setting (Gmax), s	8.1	69.5		26.4	7.0	* 71		26.4
Max Q Clear Time (g_c+I1), s	5.3	2.0		19.6	3.2	30.6		5.6
Green Ext Time (p_c), s	0.0	26.5		0.6	0.0	21.5		0.1

Intersection Summary	
HCM 6th Ctrl Delay	14.2
HCM 6th LOS	B

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	365	901	38	120	1057	395	48	786	51	298	882	420
Future Volume (veh/h)	365	901	38	120	1057	395	48	786	51	298	882	420
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	397	979	41	130	1149	429	52	854	55	324	959	457
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	348	1427	745	265	1155	719	182	740	465	289	953	681
Arrive On Green	0.16	0.40	0.40	0.08	0.32	0.32	0.07	0.21	0.21	0.13	0.27	0.27
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	397	979	41	130	1149	429	52	854	55	324	959	457
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	19.4	27.3	1.0	0.4	38.7	11.5	2.6	25.0	0.7	15.4	32.2	5.2
Cycle Q Clear(g_c), s	19.4	27.3	1.0	0.4	38.7	11.5	2.6	25.0	0.7	15.4	32.2	5.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	348	1427	745	265	1155	719	182	740	465	289	953	681
V/C Ratio(X)	1.14	0.69	0.06	0.49	0.99	0.60	0.29	1.15	0.12	1.12	1.01	0.67
Avail Cap(c_a), veh/h	348	1427	745	265	1155	719	208	740	465	289	953	681
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.55	0.55	0.55	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.6	29.6	7.2	47.8	40.4	8.8	34.9	47.5	14.4	34.6	43.9	12.8
Incr Delay (d2), s/veh	92.2	2.7	0.1	0.5	25.3	3.6	0.2	78.0	0.3	90.2	30.8	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	24.8	15.7	0.9	5.6	25.4	6.2	2.0	24.2	1.3	18.6	22.6	9.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	140.8	32.3	7.3	48.3	65.7	12.4	35.1	125.5	14.7	124.7	74.7	18.0
LnGrp LOS	F	C	A	D	E	B	D	F	B	F	F	B
Approach Vol, veh/h		1417			1708			961			1740	
Approach Delay, s/veh		62.0			51.0			114.2			69.1	
Approach LOS		E			D			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.8	54.2	12.8	38.2	24.0	45.0	20.0	31.0
Change Period (Y+Rc), s	4.6	6.0	4.6	6.0	4.6	6.0	4.6	6.0
Max Green Setting (Gmax), s	10.2	48.2	10.0	30.4	19.4	39.0	15.4	25.0
Max Q Clear Time (g_c+I1), s	12.4	29.3	4.6	34.2	21.4	40.7	17.4	27.0
Green Ext Time (p_c), s	0.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	69.5
HCM 6th LOS	E

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	473	98	66	399	479	68	1142	20	176	777	128
Future Volume (veh/h)	172	473	98	66	399	479	68	1142	20	176	777	128
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	187	514	107	72	434	521	74	1241	22	191	845	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	274	878	182	261	1019	639	151	1280	23	208	1386	
Arrive On Green	0.06	0.30	0.30	0.05	0.29	0.29	0.09	0.36	0.36	0.12	0.39	0.00
Sat Flow, veh/h	1781	2931	607	1781	3554	1585	1781	3572	63	1781	3554	1585
Grp Volume(v), veh/h	187	311	310	72	434	521	74	617	646	191	845	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1761	1781	1777	1585	1781	1777	1859	1781	1777	1585
Q Serve(g_s), s	7.0	17.8	18.0	3.4	11.9	15.7	4.8	41.0	41.0	12.7	22.8	0.0
Cycle Q Clear(g_c), s	7.0	17.8	18.0	3.4	11.9	15.7	4.8	41.0	41.0	12.7	22.8	0.0
Prop In Lane	1.00		0.34	1.00		1.00	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	274	532	527	261	1019	639	151	637	666	208	1386	
V/C Ratio(X)	0.68	0.58	0.59	0.28	0.43	0.81	0.49	0.97	0.97	0.92	0.61	
Avail Cap(c_a), veh/h	274	532	527	269	1019	639	157	637	666	208	1386	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	32.9	35.7	35.7	29.1	34.8	18.7	52.4	37.8	37.9	52.4	29.3	0.0
Incr Delay (d2), s/veh	5.6	4.6	4.8	0.2	1.3	11.0	0.9	28.9	28.2	40.8	2.0	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(85%),veh/ln	8.5	11.4	11.4	2.6	7.7	9.3	3.7	27.5	28.6	11.0	13.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.5	40.3	40.5	29.3	36.1	29.6	53.3	66.7	66.0	93.3	31.3	0.0
LnGrp LOS	D	D	D	C	D	C	D	E	E	F	C	
Approach Vol, veh/h		808			1027			1337			1036	A
Approach Delay, s/veh		40.0			32.3			65.6			42.7	
Approach LOS		D			C			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	41.9	15.2	52.8	11.6	40.4	19.0	49.0
Change Period (Y+Rc), s	4.6	6.0	5.0	* 6	4.6	6.0	5.0	6.0
Max Green Setting (Gmax), s	6.3	35.4	10.6	* 47	7.0	34.4	14.0	43.0
Max Q Clear Time (g_c+I1), s	15.4	20.0	6.8	24.8	9.0	17.7	14.7	43.0
Green Ext Time (p_c), s	0.0	4.7	0.0	10.5	0.0	6.6	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	46.9
HCM 6th LOS	D

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	335	144	608	511	176	127	909	927	128	615	52
Future Volume (veh/h)	45	335	144	608	511	176	127	909	927	128	615	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	49	364	157	661	555	191	138	988	758	139	668	57
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	150	888	396	893	1237	424	188	888	806	173	746	64
Arrive On Green	0.04	0.25	0.25	0.26	0.48	0.48	0.11	0.42	0.42	0.05	0.22	0.22
Sat Flow, veh/h	1781	3554	1585	3456	2596	891	1781	3554	1585	3456	3314	283
Grp Volume(v), veh/h	49	364	157	661	379	367	138	988	758	139	358	367
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1710	1781	1777	1585	1728	1777	1820
Q Serve(g_s), s	2.6	10.3	9.9	21.1	17.1	17.2	4.1	30.0	20.3	4.8	23.5	23.5
Cycle Q Clear(g_c), s	2.6	10.3	9.9	21.1	17.1	17.2	4.1	30.0	20.3	4.8	23.5	23.5
Prop In Lane	1.00		1.00	1.00		0.52	1.00		1.00	1.00		0.16
Lane Grp Cap(c), veh/h	150	888	396	893	847	815	188	888	806	173	400	409
V/C Ratio(X)	0.33	0.41	0.40	0.74	0.45	0.45	0.73	1.11	0.94	0.80	0.90	0.90
Avail Cap(c_a), veh/h	167	888	396	922	847	815	203	888	806	173	400	409
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.40	0.40	0.40	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.7	37.6	37.5	40.8	20.9	20.9	50.5	34.9	7.8	56.4	45.1	45.1
Incr Delay (d2), s/veh	0.9	1.4	2.9	2.9	1.7	1.8	4.7	57.5	10.2	22.9	25.1	24.9
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(85%),veh/ln	2.1	6.9	6.3	12.4	10.3	10.0	5.3	22.4	10.9	4.3	16.8	17.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.6	39.0	40.4	43.8	22.6	22.7	55.3	92.4	18.0	79.3	70.2	70.0
LnGrp LOS	D	D	D	D	C	C	E	F	B	E	E	E
Approach Vol, veh/h		570			1407			1884			864	
Approach Delay, s/veh		39.4			32.6			59.8			71.6	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	37.0	36.0	14.0	33.0	9.8	63.2	11.0	36.0
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	32.0	* 30	9.0	* 27	6.0	56.0	6.0	30.0
Max Q Clear Time (g_c+I1), s	23.1	12.3	6.1	25.5	4.6	19.2	6.8	32.0
Green Ext Time (p_c), s	1.4	2.7	0.1	0.7	0.0	5.5	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	51.4
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	852	362	263	1601	1392	425
Future Volume (veh/h)	852	362	263	1601	1392	425
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	926	393	286	1740	1513	462
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	930	427	282	2251	1510	674
Arrive On Green	0.27	0.27	0.16	0.63	0.43	0.43
Sat Flow, veh/h	3456	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	926	393	286	1740	1513	462
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1777	1777	1585
Q Serve(g_s), s	32.1	28.9	19.0	42.2	51.0	28.4
Cycle Q Clear(g_c), s	32.1	28.9	19.0	42.2	51.0	28.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	930	427	282	2251	1510	674
V/C Ratio(X)	1.00	0.92	1.01	0.77	1.00	0.69
Avail Cap(c_a), veh/h	930	427	282	2251	1510	674
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.55	0.55
Uniform Delay (d), s/veh	43.8	42.6	50.5	15.8	34.5	28.0
Incr Delay (d2), s/veh	28.4	25.4	57.2	2.7	17.6	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	21.5	30.9	16.8	21.0	29.0	13.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	72.1	68.0	107.7	18.5	52.1	31.1
LnGrp LOS	E	E	F	B	F	C
Approach Vol, veh/h	1319			2026	1975	
Approach Delay, s/veh	70.9			31.1	47.2	
Approach LOS	E			C	D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		82.0		38.0	25.0	57.0
Change Period (Y+Rc), s		6.0		* 5.7	6.0	6.0
Max Green Setting (Gmax), s		76.0		* 32	19.0	51.0
Max Q Clear Time (g_c+I1), s		44.2		34.1	21.0	53.0
Green Ext Time (p_c), s		23.3		0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	46.9
HCM 6th LOS	D

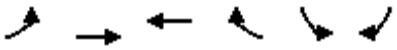
Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	310	689	234	170	639	247	367	1278	111	283	1006	274
Future Volume (veh/h)	310	689	234	170	639	247	367	1278	111	283	1006	274
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	337	749	254	185	695	268	399	1389	121	308	1093	298
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	313	965	431	225	711	317	384	1273	568	283	1072	478
Arrive On Green	0.14	0.27	0.27	0.07	0.20	0.20	0.18	0.36	0.36	0.13	0.30	0.30
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	337	749	254	185	695	268	399	1389	121	308	1093	298
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	16.8	23.3	16.7	8.2	23.3	19.5	21.8	43.0	6.4	15.0	36.2	19.4
Cycle Q Clear(g_c), s	16.8	23.3	16.7	8.2	23.3	19.5	21.8	43.0	6.4	15.0	36.2	19.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	313	965	431	225	711	317	384	1273	568	283	1072	478
V/C Ratio(X)	1.08	0.78	0.59	0.82	0.98	0.85	1.04	1.09	0.21	1.09	1.02	0.62
Avail Cap(c_a), veh/h	313	965	431	225	711	317	384	1273	568	283	1072	478
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.3	40.3	37.9	40.4	47.7	46.2	38.0	38.5	26.7	36.3	41.9	36.0
Incr Delay (d2), s/veh	73.3	6.1	5.8	20.6	28.8	23.3	56.8	53.8	0.9	79.6	32.5	6.0
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(85%),veh/ln	18.0	14.4	9.9	4.6	16.9	13.0	17.0	35.3	4.2	15.8	25.5	11.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	107.6	46.4	43.7	61.0	76.5	69.5	94.8	92.3	27.6	115.9	74.4	42.0
LnGrp LOS	F	D	D	E	E	E	F	F	C	F	F	D
Approach Vol, veh/h		1340			1148			1909			1699	
Approach Delay, s/veh		61.3			72.4			88.7			76.2	
Approach LOS		E			E			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.8	38.6	26.4	42.2	21.4	30.0	19.6	49.0
Change Period (Y+Rc), s	4.6	6.0	4.6	6.0	4.6	6.0	4.6	6.0
Max Green Setting (Gmax), s	8.2	32.6	21.8	36.2	16.8	24.0	15.0	43.0
Max Q Clear Time (g_c+I1), s	10.2	25.3	23.8	38.2	18.8	25.3	17.0	45.0
Green Ext Time (p_c), s	0.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	76.1
HCM 6th LOS	E



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	301	742	796	23	48	820
Future Volume (veh/h)	301	742	796	23	48	820
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	327	807	865	25	0	947
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	463	2172	1566	45	503	895
Arrive On Green	0.12	0.61	0.44	0.44	0.00	0.28
Sat Flow, veh/h	1781	3647	3620	102	1781	3170
Grp Volume(v), veh/h	327	807	436	454	0	947
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1852	1781	1585
Q Serve(g_s), s	8.3	10.3	16.3	16.3	0.0	25.4
Cycle Q Clear(g_c), s	8.3	10.3	16.3	16.3	0.0	25.4
Prop In Lane	1.00			0.06	1.00	1.00
Lane Grp Cap(c), veh/h	463	2172	789	822	503	895
V/C Ratio(X)	0.71	0.37	0.55	0.55	0.00	1.06
Avail Cap(c_a), veh/h	640	2172	789	822	503	895
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.2	8.8	18.4	18.4	0.0	32.3
Incr Delay (d2), s/veh	2.1	0.5	2.8	2.7	0.0	46.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	5.1	5.7	9.7	10.0	0.0	19.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.3	9.3	21.2	21.1	0.0	79.1
LnGrp LOS	B	A	C	C	A	F
Approach Vol, veh/h		1134	890		947	
Approach Delay, s/veh		11.0	21.1		79.1	
Approach LOS		B	C		E	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	15.0	45.0		30.0		60.0
Change Period (Y+Rc), s	4.0	* 5		4.6		* 5
Max Green Setting (Gmax), s	20.0	* 31		25.4		* 55
Max Q Clear Time (g_c+I1), s	10.3	18.3		27.4		12.3
Green Ext Time (p_c), s	0.7	4.7		0.0		6.8

Intersection Summary	
HCM 6th Ctrl Delay	35.8
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	238	730	29	123	714	113	87	1035	105	169	991	184
Future Volume (veh/h)	238	730	29	123	714	113	87	1035	105	169	991	184
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	259	793	32	134	776	123	95	1125	114	184	1077	200
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	207	1407	57	212	1436	641	168	1697	172	180	1559	289
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.52	0.52	0.52	0.52	0.52	0.52
Sat Flow, veh/h	619	3481	140	664	3554	1585	433	3258	330	449	2993	554
Grp Volume(v), veh/h	259	405	420	134	776	123	95	613	626	184	638	639
Grp Sat Flow(s),veh/h/ln	619	1777	1845	664	1777	1585	433	1777	1811	449	1777	1771
Q Serve(g_s), s	28.5	21.1	21.1	23.4	20.0	6.0	25.3	30.3	30.4	32.1	32.2	32.5
Cycle Q Clear(g_c), s	48.5	21.1	21.1	44.5	20.0	6.0	57.7	30.3	30.4	62.5	32.2	32.5
Prop In Lane	1.00		0.08	1.00		1.00	1.00		0.18	1.00		0.31
Lane Grp Cap(c), veh/h	207	718	746	212	1436	641	168	925	943	180	925	922
V/C Ratio(X)	1.25	0.56	0.56	0.63	0.54	0.19	0.56	0.66	0.66	1.02	0.69	0.69
Avail Cap(c_a), veh/h	207	718	746	212	1436	641	168	925	943	180	925	922
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.32	0.32	0.32
Uniform Delay (d), s/veh	49.9	27.6	27.6	44.8	27.3	23.1	43.2	21.0	21.1	49.3	21.5	21.6
Incr Delay (d2), s/veh	145.8	1.0	1.0	6.0	0.4	0.1	13.0	3.7	3.7	43.3	1.4	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	21.3	12.2	12.6	6.3	11.5	3.9	5.2	17.0	17.3	9.4	15.5	15.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	195.7	28.6	28.6	50.8	27.7	23.2	56.2	24.8	24.7	92.6	22.9	23.0
LnGrp LOS	F	C	C	D	C	C	E	C	C	F	C	C
Approach Vol, veh/h		1084			1033			1334			1461	
Approach Delay, s/veh		68.5			30.1			27.0			31.7	
Approach LOS		E			C			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	67.0	53.0	67.0	53.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	62.5	48.5	62.5	48.5
Max Q Clear Time (g_c+I1), s	59.7	50.5	64.5	46.5
Green Ext Time (p_c), s	2.1	0.0	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	38.2
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	24	0	0	12	0
Future Vol, veh/h	0	24	0	0	12	0
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, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	26	0	0	13	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	26	0	0	-	0	0
Stage 1	0	-	-	-	-	-
Stage 2	26	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	989	-	-	0	-	-
Stage 1	-	-	-	0	-	-
Stage 2	997	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	989	-	-	-	-	-
Mov Cap-2 Maneuver	989	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	997	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s		0	
HCM LOS	-		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	-	-
HCM Lane LOS	-	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1125	17	20	485	17	43
Future Vol, veh/h	1125	17	20	485	17	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1223	18	22	527	18	47

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1241	0	1803	1232
Stage 1	-	-	-	-	1232	-
Stage 2	-	-	-	-	571	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	561	-	87	216
Stage 1	-	-	-	-	275	-
Stage 2	-	-	-	-	565	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	561	-	84	216
Mov Cap-2 Maneuver	-	-	-	-	200	-
Stage 1	-	-	-	-	275	-
Stage 2	-	-	-	-	543	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	29.5
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	211	-	-	561	-
HCM Lane V/C Ratio	0.309	-	-	0.039	-
HCM Control Delay (s)	29.5	-	-	11.7	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	1.3	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	60	0	0	234	37
Future Vol, veh/h	0	60	0	0	234	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	65	0	0	254	40

Major/Minor	Minor2			Major2	
Conflicting Flow All	-	274		-	0
Stage 1	-	-		-	-
Stage 2	-	-		-	-
Critical Hdwy	-	6.22		-	-
Critical Hdwy Stg 1	-	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	-	3.318		-	-
Pot Cap-1 Maneuver	0	765		-	-
Stage 1	0	-		-	-
Stage 2	0	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	765		-	-
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	10.1	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	765	-	-
HCM Lane V/C Ratio	0.085	-	-
HCM Control Delay (s)	10.1	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↱	
Traffic Vol, veh/h	0	43	223	28	96	0
Future Vol, veh/h	0	43	223	28	96	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	47	242	30	104	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	304	257
Stage 1	-	-	-	-	257	-
Stage 2	-	-	-	-	47	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	0	-	-	-	688	782
Stage 1	0	-	-	-	786	-
Stage 2	0	-	-	-	975	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	688	782
Mov Cap-2 Maneuver	-	-	-	-	688	-
Stage 1	-	-	-	-	786	-
Stage 2	-	-	-	-	975	-

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

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	688
HCM Lane V/C Ratio	-	-	-	0.152
HCM Control Delay (s)	-	-	-	11.2
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.5

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↱	
Traffic Vol, veh/h	0	0	26	136	22	0
Future Vol, veh/h	0	0	26	136	22	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	28	148	24	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	102	102
Stage 1	-	-	-	-	102	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	0	-	-	-	896	953
Stage 1	0	-	-	-	922	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	896	953
Mov Cap-2 Maneuver	-	-	-	-	896	-
Stage 1	-	-	-	-	922	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	896
HCM Lane V/C Ratio	-	-	-	0.027
HCM Control Delay (s)	-	-	-	9.1
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↱	
Traffic Vol, veh/h	1137	3	9	493	19	5
Future Vol, veh/h	1137	3	9	493	19	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1236	3	10	536	21	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1239	0	1794	1238
Stage 1	-	-	-	-	1238	-
Stage 2	-	-	-	-	556	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	562	-	89	214
Stage 1	-	-	-	-	274	-
Stage 2	-	-	-	-	574	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	562	-	87	214
Mov Cap-2 Maneuver	-	-	-	-	242	-
Stage 1	-	-	-	-	274	-
Stage 2	-	-	-	-	560	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	22.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	236	-	-	562	-
HCM Lane V/C Ratio	0.111	-	-	0.017	-
HCM Control Delay (s)	22.1	-	-	11.5	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	16	0	0	27	0
Future Vol, veh/h	0	16	0	0	27	0
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, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	17	0	0	29	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	58	0	0	-	0	0
Stage 1	0	-	-	-	-	-
Stage 2	58	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	949	-	-	0	-	-
Stage 1	-	-	-	0	-	-
Stage 2	965	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	949	-	-	-	-	-
Mov Cap-2 Maneuver	949	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	965	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s		0	
HCM LOS	-		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	-	-
HCM Lane LOS	-	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1212	37	44	895	11	29
Future Vol, veh/h	1212	37	44	895	11	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1317	40	48	973	12	32

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1357	0	2406	1337
Stage 1	-	-	-	-	1337	-
Stage 2	-	-	-	-	1069	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	507	-	36	187
Stage 1	-	-	-	-	245	-
Stage 2	-	-	-	-	330	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	507	-	33	187
Mov Cap-2 Maneuver	-	-	-	-	138	-
Stage 1	-	-	-	-	245	-
Stage 2	-	-	-	-	299	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	33.3
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	170	-	-	507	-
HCM Lane V/C Ratio	0.256	-	-	0.094	-
HCM Control Delay (s)	33.3	-	-	12.8	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	1	-	-	0.3	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	40	0	0	225	81
Future Vol, veh/h	0	40	0	0	225	81
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, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	43	0	0	245	88

Major/Minor	Minor2			Major2	
Conflicting Flow All	-	289		-	0
Stage 1	-	-		-	-
Stage 2	-	-		-	-
Critical Hdwy	-	6.22		-	-
Critical Hdwy Stg 1	-	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	-	3.318		-	-
Pot Cap-1 Maneuver	0	750		-	-
Stage 1	0	-		-	-
Stage 2	0	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	750		-	-
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	10.1	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	750	-	-
HCM Lane V/C Ratio	0.058	-	-
HCM Control Delay (s)	10.1	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↱	
Traffic Vol, veh/h	0	243	106	62	64	0
Future Vol, veh/h	0	243	106	62	64	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	264	115	67	70	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	413	149
Stage 1	-	-	-	-	149	-
Stage 2	-	-	-	-	264	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	0	-	-	-	595	898
Stage 1	0	-	-	-	879	-
Stage 2	0	-	-	-	780	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	595	898
Mov Cap-2 Maneuver	-	-	-	-	595	-
Stage 1	-	-	-	-	879	-
Stage 2	-	-	-	-	780	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	595
HCM Lane V/C Ratio	-	-	-	0.117
HCM Control Delay (s)	-	-	-	11.9
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.4

Intersection	
Int Delay, s/veh	7.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↱	
Traffic Vol, veh/h	0	0	10	25	132	0
Future Vol, veh/h	0	0	10	25	132	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	11	27	143	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	25	25
Stage 1	-	-	-	-	25	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	0	-	-	-	991	1051
Stage 1	0	-	-	-	998	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	991	1051
Mov Cap-2 Maneuver	-	-	-	-	991	-
Stage 1	-	-	-	-	998	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	991
HCM Lane V/C Ratio	-	-	-	0.145
HCM Control Delay (s)	-	-	-	9.2
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0.5

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↱	
Traffic Vol, veh/h	1246	8	19	887	13	3
Future Vol, veh/h	1246	8	19	887	13	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1354	9	21	964	14	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1363	0	2365	1359
Stage 1	-	-	-	-	1359	-
Stage 2	-	-	-	-	1006	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	504	-	39	182
Stage 1	-	-	-	-	239	-
Stage 2	-	-	-	-	353	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	504	-	35	182
Mov Cap-2 Maneuver	-	-	-	-	183	-
Stage 1	-	-	-	-	239	-
Stage 2	-	-	-	-	321	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	26.7
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	183	-	-	504	-
HCM Lane V/C Ratio	0.095	-	-	0.041	-
HCM Control Delay (s)	26.7	-	-	12.4	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-