DOCKETED	
Docket Number:	25-OPT-02
Project Title:	Prairie Song Reliability Project
TN #:	264392
Document Title:	App 3-12A Transportation Appendices Part 3
Description:	N/A
Filer:	Erin Phillips
Organization:	Dudek
Submitter Role:	Applicant Consultant
Submission Date:	6/20/2025 1:44:25 PM
Docketed Date:	6/20/2025

Appendix 3.12A

Worker VMT Estimation, Traffic Counts, Synchro and SimTraffic Worksheets

3 of 4

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
4/10/25	LOCATION:	Acton	PROJECT #:	SC5309
THURSDAY	NORTH & SOUTH:	Aliso Canyon Rd	LOCATION #:	6
	EAST & WEST:	Soledad Canyon Rd	CONTROL:	STOP N

	NOTES:												
PCE Adjusted	Class	1	2	3	4	5	6			AM		▲ N	
	Factor	1	1.5	2	3	2	2			PM	◄ W		E ►
										MD			
										OTHER		S ▼	
										OTHER			

		NORTHBOUND Aliso Canyon Rd			SOUTHBOUND Aliso Canyon Rd			EASTBOUND Soledad Canyon Rd			WESTBOUND Soledad Canyon Rd				U-TURNS				
	LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	2	0	9	0	0	0	0	10	2	30	33	0	86					0
	7:15 AM	11	0	13	0	0	0	0	24	7	9	44	0	107					0
	7:30 AM	13	0	21	0	0	0	0	29	3	17	34	0	116					0
	7:45 AM	6	0	8	0	0	0	0	21	5	18	41	0	98					0
	8:00 AM	8	0	22	0	0	0	0	35	3	13	59	0	139					0
	8:15 AM	21	0	16	0	0	0	0	52	13	7	58	0	167					0
	8:30 AM	4	0	23	0	0	0	0	27	14	9	16	0	92					0
	8:45 AM	6	0	22	0	0	0	0	15	3	2	27	0	75					0
	VOLUMES	69	0	133	0	0	0	0	212	50	105	311	0	878	0	0	0	0	0
	APPROACH %	34%	0%	66%	0%	0%	0%	0%	81%	19%	25%	75%	0%						
	APP/DEPART	202	/	0	0	/	154	261	/	344	415	/	380	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	47	0	66	0	0	0	0	137	24	55	191	0	519					
	APPROACH %	42%	0%	58%	0%	0%	0%	0%	85%	15%	22%	78%	0%						
	PEAK HR FACTOR		0.764			0.000			0.617			0.858		0.779					
	APP/DEPART	113	/	0	0	/	79	161	/	203	246	/	238	0					
PM	4:00 PM	9	0	18	0	0	0	0	56	8	15	24	0	129					0
	4:15 PM	5	0	17	0	0	0	0	64	4	5	22	0	117					0
	4:30 PM	5	0	17	0	0	0	0	51	6	18	25	0	121					0
	4:45 PM	5	0	29	0	0	0	0	70	6	13	26	0	148					0
	5:00 PM	5	0	15	0	0	0	0	72	10	14	18	0	133					0
	5:15 PM	6	0	17	0	0	0	0	66	8	8	26	0	131					0
	5:30 PM	4	0	13	0	0	0	0	79	7	13	20	0	136					0
	5:45 PM	5	0	15	0	0	0	0	74	8	18	24	0	142					0
	VOLUMES	43	0	140	0	0	0	0	532	56	102	184	0	1,055	0	0	0	0	0
	APPROACH %	23%	0%	77%	0%	0%	0%	0%	90%	10%	36%	64%	0%						
	APP/DEPART	182	/	0	0	/	158	588	/	671	286	/	226	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	20	0	74	0	0	0	0	287	30	47	90	0	547					
	APPROACH %	21%	0%	79%	0%	0%	0%	0%	91%	9%	34%	66%	0%						
	PEAK HR FACTOR		0.705			0.000			0.922			0.890		0.927					
	APP/DEPART	93	/	0	0	/	77	317	/	361	137	/	110	0					

Aliso Canyon Rd

NORTH SIDE

Soledad Canyon Rd WEST SIDE

EAST SIDE **Soledad Canyon Rd**

SOUTH SIDE

Aliso Canyon Rd

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
4/10/25	LOCATION:	Acton	PROJECT #:	SC5309
THURSDAY	NORTH & SOUTH:	Aliso Canyon Rd	LOCATION #:	6
	EAST & WEST:	Soledad Canyon Rd	CONTROL:	STOP N

CLASS 1:	NOTES:	AM		▲	
PASSENGER		PM		N	
VEHICLES		MD	◄ W		E ►
		OTHER		S	
		OTHER		▼	

		NORTHBOUND Aliso Canyon Rd			SOUTHBOUND Aliso Canyon Rd			EASTBOUND Soledad Canyon Rd			WESTBOUND Soledad Canyon Rd				U-TURNS				
	LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	2	0	6	0	0	0	0	8	2	6	30	0	54	0	0	0	0	0
	7:15 AM	9	0	7	0	0	0	0	11	5	3	35	0	70	0	0	0	0	0
	7:30 AM	8	0	13	0	0	0	0	22	3	8	26	0	80	0	0	0	0	0
	7:45 AM	4	0	5	0	0	0	0	21	5	7	34	0	76	0	0	0	0	0
	8:00 AM	8	0	5	0	0	0	0	32	3	4	51	0	103	0	0	0	0	0
	8:15 AM	18	0	7	0	0	0	0	50	13	7	50	0	145	0	0	0	0	0
	8:30 AM	4	0	9	0	0	0	0	25	11	7	13	0	69	0	0	0	0	0
	8:45 AM	4	0	19	0	0	0	0	13	3	2	24	0	65	0	0	0	0	0
	VOLUMES	57	0	71	0	0	0	0	182	45	44	263	0	662	0	0	0	0	0
	APPROACH %	45%	0%	55%	0%	0%	0%	0%	80%	20%	14%	86%	0%						
	APP/DEPART	128	/	0	0	/	89	227	/	253	307	/	320	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	38	0	30	0	0	0	0	125	24	26	161	0	404	0	0	0	0	
	APPROACH %	56%	0%	44%	0%	0%	0%	0%	84%	16%	14%	86%	0%						
	PEAK HR FACTOR		0.680			0.000			0.591			0.820		0.697					
	APP/DEPART	68	/	0	0	/	50	149	/	155	187	/	199	0					
PM	4:00 PM	7	0	16	0	0	0	0	53	5	13	21	0	115	0	0	0	0	0
	4:15 PM	5	0	12	0	0	0	0	53	4	5	17	0	96	0	0	0	0	0
	4:30 PM	5	0	14	0	0	0	0	43	6	14	23	0	105	0	0	0	0	0
	4:45 PM	3	0	19	0	0	0	0	54	6	11	22	0	115	0	0	0	0	0
	5:00 PM	5	0	15	0	0	0	0	66	8	12	18	0	124	0	0	0	0	0
	5:15 PM	6	0	14	0	0	0	0	58	6	8	20	0	112	0	0	0	0	0
	5:30 PM	4	0	11	0	0	0	0	70	7	13	17	0	122	0	0	0	0	0
	5:45 PM	3	0	13	0	0	0	0	65	8	15	22	0	126	0	0	0	0	0
	VOLUMES	38	0	114	0	0	0	0	462	50	91	160	0	915	0	0	0	0	0
	APPROACH %	25%	0%	75%	0%	0%	0%	0%	90%	10%	36%	64%	0%						
	APP/DEPART	152	/	0	0	/	141	512	/	576	251	/	198	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	18	0	59	0	0	0	0	248	27	44	77	0	473	0	0	0	0	
	APPROACH %	23%	0%	77%	0%	0%	0%	0%	90%	10%	36%	64%	0%						
	PEAK HR FACTOR		0.875			0.000			0.893			0.917		0.954					
	APP/DEPART	77	/	0	0	/	71	275	/	307	121	/	95	0					

Aliso Canyon Rd

NORTH SIDE

Soledad Canyon Rd WEST SIDE EAST SIDE **Soledad Canyon Rd**

SOUTH SIDE

Aliso Canyon Rd

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
4/10/25	LOCATION:	Acton	PROJECT #:	SC5309
THURSDAY	NORTH & SOUTH:	Aliso Canyon Rd	LOCATION #:	6
	EAST & WEST:	Soledad Canyon Rd	CONTROL:	STOP N

CLASS 2:	NOTES:
2-AXLE WORK VEHICLES/ TRUCKS	

AM
PM
MD
OTHER
OTHER

▲ N
◄ W
E ►
S ▼

		NORTHBOUND Aliso Canyon Rd			SOUTHBOUND Aliso Canyon Rd			EASTBOUND Soledad Canyon Rd			WESTBOUND Soledad Canyon Rd				U-TURNS				
	LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	0
	7:15 AM	1	0	0	0	0	0	0	2	1	0	2	0	6	0	0	0	0	0
	7:30 AM	1	0	1	0	0	0	0	1	0	2	4	0	9	0	0	0	0	0
	7:45 AM	1	0	0	0	0	0	0	0	0	2	1	0	4	0	0	0	0	0
	8:00 AM	0	0	1	0	0	0	0	0	0	4	1	0	6	0	0	0	0	0
	8:15 AM	2	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0
	8:30 AM	0	0	1	0	0	0	0	1	0	1	2	0	5	0	0	0	0	0
	8:45 AM	1	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0
	VOLUMES	6	0	3	0	0	0	0	5	1	9	15	0	39	0	0	0	0	0
	APPROACH %	67%	0%	33%	0%	0%	0%	0%	83%	17%	38%	63%	0%						
	APP/DEPART	9	/	0	0	/	10	6	/	8	24	/	21	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	4	0	2	0	0	0	0	1	0	8	7	0	22	0	0	0	0	
	APPROACH %	67%	0%	33%	0%	0%	0%	0%	100%	0%	53%	47%	0%						
	PEAK HR FACTOR		0.750			0.000			0.250			0.625		0.611					
	APP/DEPART	6	/	0	0	/	8	1	/	3	15	/	11	0					
PM	4:00 PM	1	0	1	0	0	0	0	2	2	1	2	0	9	0	0	0	0	0
	4:15 PM	0	0	2	0	0	0	0	4	0	0	1	0	7	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	4	0	1	1	0	6	0	0	0	0	0
	4:45 PM	1	0	5	0	0	0	0	6	0	1	0	0	13	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	4	1	1	0	0	6	0	0	0	0	0
	5:15 PM	0	0	2	0	0	0	0	4	1	0	0	0	7	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	6	0	0	0	0	6	0	0	0	0	0
	5:45 PM	1	0	1	0	0	0	0	1	0	0	1	0	4	0	0	0	0	0
	VOLUMES	3	0	11	0	0	0	0	31	4	4	5	0	58	0	0	0	0	0
	APPROACH %	21%	0%	79%	0%	0%	0%	0%	89%	11%	44%	56%	0%						
	APP/DEPART	14	/	0	0	/	8	35	/	42	9	/	8	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	1	0	7	0	0	0	0	20	2	2	0	0	32	0	0	0	0	
	APPROACH %	13%	0%	88%	0%	0%	0%	0%	91%	9%	100%	0%	0%						
	PEAK HR FACTOR		0.333			0.000			0.917			0.500		0.615					
	APP/DEPART	8	/	0	0	/	4	22	/	27	2	/	1	0					

Aliso Canyon Rd

NORTH SIDE

Soledad Canyon Rd WEST SIDE

EAST SIDE **Soledad Canyon Rd**

SOUTH SIDE

Aliso Canyon Rd

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
4/10/25	LOCATION:	Acton	PROJECT #:	SC5309
THURSDAY	NORTH & SOUTH:	Aliso Canyon Rd	LOCATION #:	6
	EAST & WEST:	Soledad Canyon Rd	CONTROL:	STOP N

CLASS 3:	NOTES:	AM		▲	
3-AXLE		PM		N	
TRUCKS		MD	◄ W		E ►
		OTHER		S	
		OTHER		▼	

		NORTHBOUND Aliso Canyon Rd			SOUTHBOUND Aliso Canyon Rd			EASTBOUND Soledad Canyon Rd			WESTBOUND Soledad Canyon Rd				U-TURNS				
	LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	4	0	1	6	0	11	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	14%	86%	0%						
	APP/DEPART	0	/	0	0	/	1	4	/	4	7	/	6	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	0	0	0	0	2	0	1	4	0	7	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	20%	80%	0%						
	PEAK HR FACTOR		0.000			0.000			0.500			0.625		0.875					
	APP/DEPART	0	/	0	0	/	1	2	/	2	5	/	4	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	1	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	2	0	0	0	0	0
	4:45 PM	0	0	1	0	0	0	0	2	0	0	2	0	5	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	1	0	0	3	0	4	0	0	0	0	0
	5:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	VOLUMES	0	0	3	0	0	0	0	7	0	1	5	0	16	0	0	0	0	0
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	17%	83%	0%						
	APP/DEPART	3	/	0	0	/	1	7	/	10	6	/	5	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	2	0	0	0	0	3	0	0	5	0	10	0	0	0	0	
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.500			0.000			0.375			0.417		0.500					
	APP/DEPART	2	/	0	0	/	0	3	/	5	5	/	5	0					

Aliso Canyon Rd

NORTH SIDE

Soledad Canyon Rd WEST SIDE EAST SIDE **Soledad Canyon Rd**

SOUTH SIDE

Aliso Canyon Rd

INTERSECTION TURNING MOVEMENT COUNTS

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DATE:				
4/10/25	LOCATION:	Acton	PROJECT #:	SC5309
THURSDAY	NORTH & SOUTH:	Aliso Canyon Rd	LOCATION #:	6
	EAST & WEST:	Soledad Canyon Rd	CONTROL:	STOP N

CLASS 4:	NOTES:	AM		▲	
4 OR MORE		PM		N	
AXLE		MD	◄ W		E ►
TRUCKS		OTHER		S	
		OTHER		▼	

		NORTHBOUND Aliso Canyon Rd			SOUTHBOUND Aliso Canyon Rd			EASTBOUND Soledad Canyon Rd			WESTBOUND Soledad Canyon Rd				U-TURNS				
	LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	1	0	0	0	0	0	0	8	0	0	9	0	0	0	0	0
	7:15 AM	0	0	2	0	0	0	0	2	0	2	0	0	6	0	0	0	0	0
	7:30 AM	1	0	2	0	0	0	0	1	0	2	0	0	6	0	0	0	0	0
	7:45 AM	0	0	1	0	0	0	0	0	0	2	1	0	4	0	0	0	0	0
	8:00 AM	0	0	5	0	0	0	0	1	0	1	0	0	7	0	0	0	0	0
	8:15 AM	0	0	3	0	0	0	0	0	0	0	2	0	5	0	0	0	0	0
	8:30 AM	0	0	4	0	0	0	0	0	1	0	0	0	5	0	0	0	0	0
	8:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	1	0	19	0	0	0	0	4	1	15	3	0	43	0	0	0	0	0
	APPROACH %	5%	0%	95%	0%	0%	0%	0%	80%	20%	83%	17%	0%						
	APP/DEPART	20	/	0	0	/	16	5	/	23	18	/	4	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	1	0	11	0	0	0	0	2	0	5	3	0	22	0	0	0	0	
	APPROACH %	8%	0%	92%	0%	0%	0%	0%	100%	0%	63%	38%	0%						
	PEAK HR FACTOR		0.600			0.000			0.500			0.667		0.786					
	APP/DEPART	12	/	0	0	/	5	2	/	13	8	/	4	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	4:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	2	0	0	0	0	0
	VOLUMES	0	0	1	0	0	0	0	3	0	1	2	0	7	0	0	0	0	0
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	33%	67%	0%						
	APP/DEPART	1	/	0	0	/	1	3	/	4	3	/	2	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.250			0.250		0.500					
	APP/DEPART	0	/	0	0	/	0	1	/	1	1	/	1	0					

Aliso Canyon Rd

NORTH SIDE

Soledad Canyon Rd WEST SIDE EAST SIDE **Soledad Canyon Rd**

SOUTH SIDE

Aliso Canyon Rd

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
4/10/25	LOCATION:	Acton	PROJECT #:	SC5309
THURSDAY	NORTH & SOUTH:	Aliso Canyon Rd	LOCATION #:	6
	EAST & WEST:	Soledad Canyon Rd	CONTROL:	STOP N

CLASS 5:	NOTES:	AM	PM	MD	OTHER	OTHER
RV						

▲ N ◄ W E ► S ▼

		NORTHBOUND Aliso Canyon Rd			SOUTHBOUND Aliso Canyon Rd			EASTBOUND Soledad Canyon Rd			WESTBOUND Soledad Canyon Rd				U-TURNS				
	LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

Aliso Canyon Rd

NORTH SIDE

Soledad Canyon Rd WEST SIDE EAST SIDE **Soledad Canyon Rd**

SOUTH SIDE

Aliso Canyon Rd

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Acton	PROJECT #:	SC5309
4/10/25	NORTH & SOUTH:	Aliso Canyon Rd	LOCATION #:	6
THURSDAY	EAST & WEST:	Soledad Canyon Rd	CONTROL:	STOP N

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER

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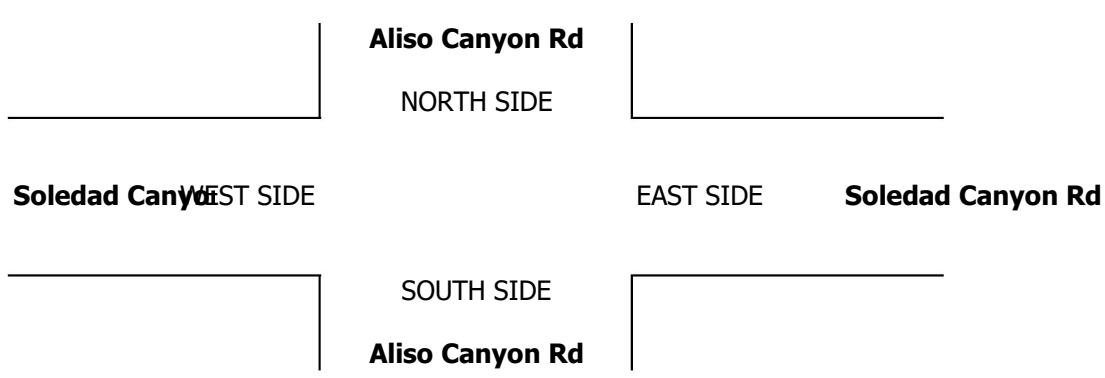
S ▼

		NORTHBOUND Aliso Canyon Rd			SOUTHBOUND Aliso Canyon Rd			EASTBOUND Soledad Canyon Rd			WESTBOUND Soledad Canyon Rd				U-TURNS				
	LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	0	/	0	0	/	0	1	/	1	2	/	2	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.250		0.250					
	APP/DEPART	0	/	0	0	/	0	0	/	0	1	/	1	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

T020624

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
Thu, Apr 10, 25	LOCATION:	Acton	PROJECT #:	SC5309
	NORTH & SOUTH:	Aliso Canyon Rd	LOCATION #:	7
	EAST & WEST:	Carson Mesa Rd	CONTROL:	STOP E/W

NOTES:

AM
PM
MD
OTHER
OTHER

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		NORTHBOUND Aliso Canyon Rd			SOUTHBOUND Aliso Canyon Rd			EASTBOUND Carson Mesa Rd			WESTBOUND Carson Mesa Rd				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	6	0	3	13	0	0	0	0	0	0	2	24	0	0	0	0	0
	7:15 AM	0	9	1	0	13	0	1	0	0	1	0	10	35	0	0	0	0	0
	7:30 AM	0	17	0	2	10	0	0	0	0	0	0	7	36	0	0	0	0	0
	7:45 AM	0	5	0	6	13	0	0	0	0	0	0	6	30	0	0	0	0	0
	8:00 AM	0	13	0	2	9	0	0	0	0	0	0	6	30	0	0	0	0	0
	8:15 AM	0	18	0	7	12	0	0	0	0	0	0	7	44	0	0	0	0	0
	8:30 AM	0	15	0	4	14	0	0	0	0	0	0	4	37	0	0	0	0	0
	8:45 AM	0	15	0	3	3	0	0	0	0	1	0	8	30	0	0	0	0	0
	VOLUMES	0	98	1	27	87	0	1	0	0	2	0	50	266	0	0	0	0	0
	APPROACH %	0%	99%	1%	24%	76%	0%	100%	0%	0%	4%	0%	96%						
	APP/DEPART	99	/	149	114	/	89	1	/	28	52	/	0	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	61	0	16	38	0	0	0	0	1	0	25	141	0	0	0	0	
	APPROACH %	0%	100%	0%	30%	70%	0%	0%	0%	0%	4%	0%	96%						
	PEAK HR FACTOR		0.847			0.711			0.000			0.722		0.801					
	APP/DEPART	61	/	86	54	/	39	0	/	16	26	/	0	0					
PM	4:00 PM	0	18	1	2	12	0	0	0	0	0	0	3	36	0	0	0	0	0
	4:15 PM	0	18	0	6	6	0	0	0	0	0	0	2	32	0	0	0	0	0
	4:30 PM	0	11	1	4	13	0	0	0	0	0	0	5	34	0	0	0	0	0
	4:45 PM	0	26	0	6	11	0	0	0	0	0	0	3	46	0	0	0	0	0
	5:00 PM	0	11	0	10	13	0	0	0	0	0	0	6	40	0	0	0	0	0
	5:15 PM	0	16	0	5	7	0	0	0	0	0	0	3	31	0	0	0	0	0
	5:30 PM	0	13	0	4	15	0	0	0	0	0	0	3	35	0	0	0	0	0
	5:45 PM	0	16	0	7	16	0	0	0	0	0	0	1	40	0	0	0	0	0
	VOLUMES	0	129	2	44	93	0	0	0	0	0	0	26	294	0	0	0	0	0
	APPROACH %	0%	98%	2%	32%	68%	0%	0%	0%	0%	0%	0%	100%						
	APP/DEPART	131	/	155	137	/	93	0	/	46	26	/	0	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	66	0	25	46	0	0	0	0	0	0	15	152	0	0	0	0	
	APPROACH %	0%	100%	0%	35%	65%	0%	0%	0%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.635			0.772			0.000			0.625		0.826					
	APP/DEPART	66	/	81	71	/	46	0	/	25	15	/	0	0					

Aliso Canyon Rd

NORTH LEG

Carson Mesa Rd WEST LEG

EAST LEG **Carson Mesa Rd**

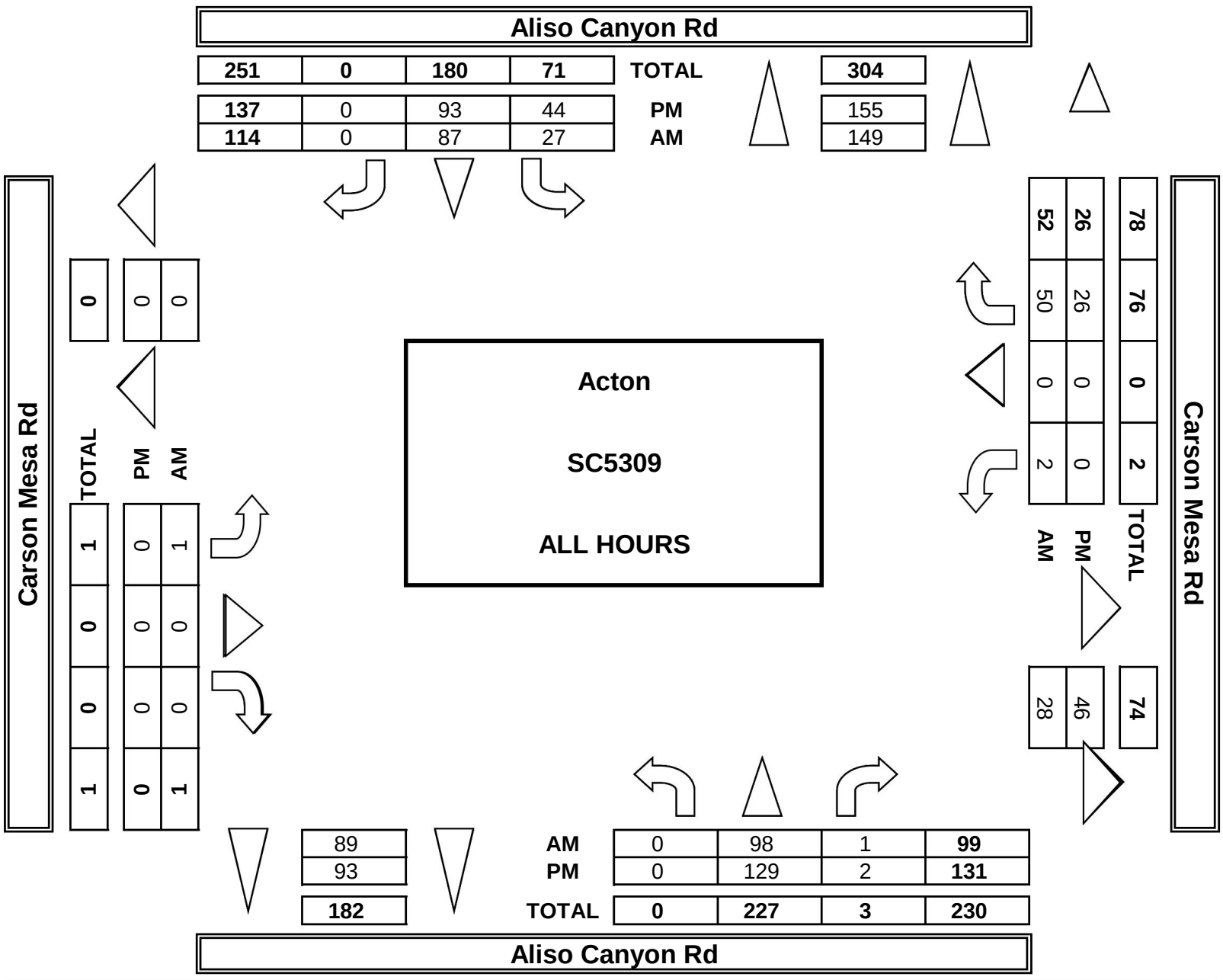
SOUTH LEG

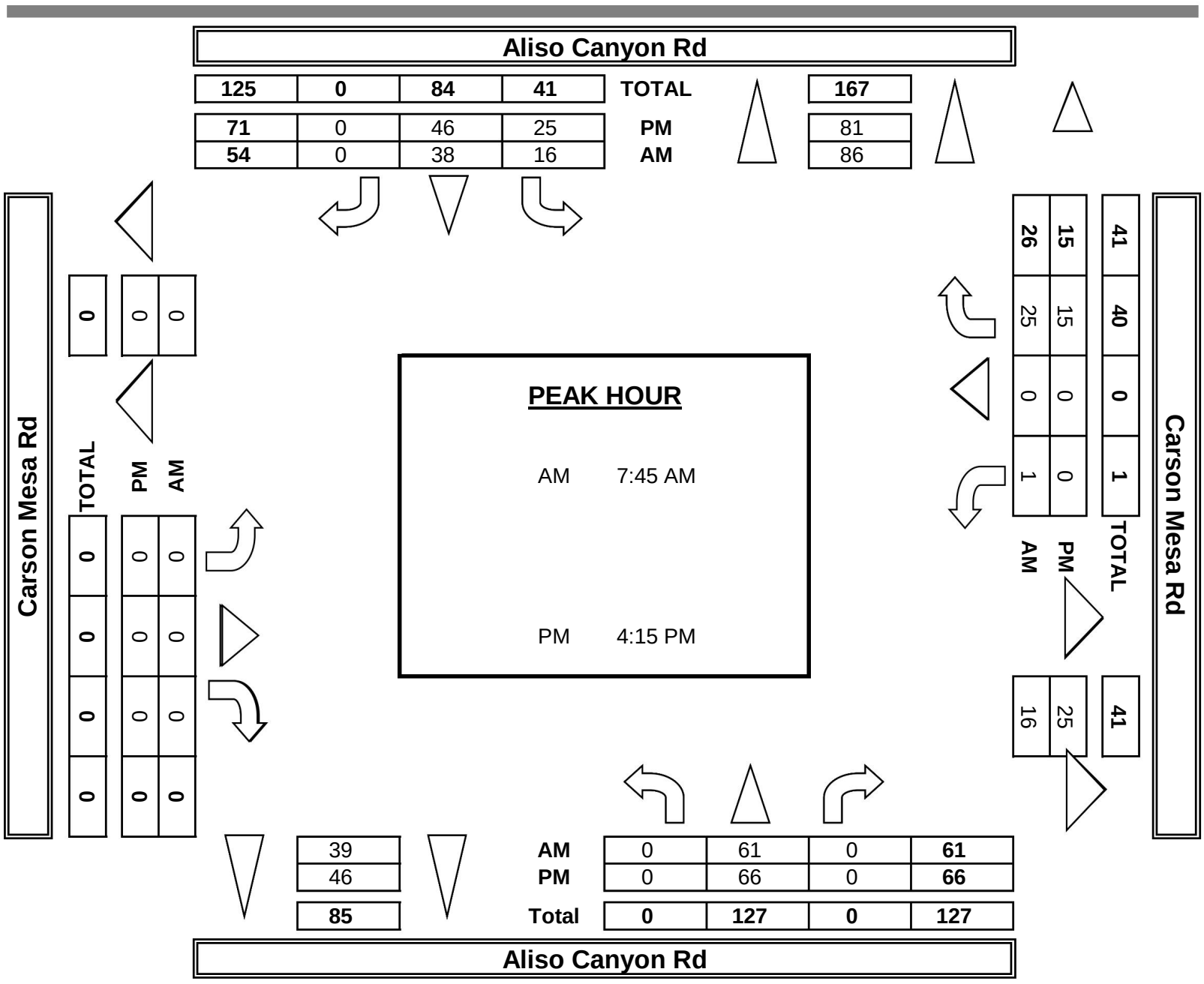
Aliso Canyon Rd

		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	2	0	2	0	0	1	0	1	0	0	1	0	1
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	3	0	3	0	0	2	0	2	0	0	1	0	1
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
4/10/25	LOCATION:	Acton	PROJECT #:	SC5309
THURSDAY	NORTH & SOUTH:	Aliso Canyon Rd	LOCATION #:	7
	EAST & WEST:	Carson Mesa Rd	CONTROL:	STOP E/W

	NOTES:												
PCE Adjusted	Class	1	2	3	4	5	6			AM		▲ N	
	Factor	1	1.5	2	3	2	2			PM	◄ W		E ►
										MD			
										OTHER		S ▼	
										OTHER			

		NORTHBOUND Aliso Canyon Rd			SOUTHBOUND Aliso Canyon Rd			EASTBOUND Carson Mesa Rd			WESTBOUND Carson Mesa Rd				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	9	0	3	27	0	0	0	0	0	0	2	41					0
	7:15 AM	0	14	1	0	22	0	1	0	0	1	0	11	49					0
	7:30 AM	0	24	0	2	15	0	0	0	0	0	0	8	48					0
	7:45 AM	0	10	0	7	19	0	0	0	0	0	0	6	41					0
	8:00 AM	0	22	0	2	13	0	0	0	0	0	0	6	43					0
	8:15 AM	0	25	0	7	12	0	0	0	0	0	0	7	51					0
	8:30 AM	0	24	0	4	17	0	0	0	0	0	0	4	48					0
	8:45 AM	0	17	0	3	3	0	0	0	0	1	0	8	32					0
	VOLUMES	0	142	1	28	127	0	1	0	0	2	0	52	351	0	0	0	0	0
	APPROACH %	0%	99%	1%	18%	82%	0%	100%	0%	0%	4%	0%	96%						
	APP/DEPART	143	/	194	154	/	129	1	/	29	54	/	0	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	79	0	20	61	0	0	0	0	0	0	23	182					
	APPROACH %	0%	100%	0%	24%	76%	0%	0%	0%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.806			0.784			0.000			0.821		0.901					
	APP/DEPART	79	/	102	80	/	61	0	/	20	23	/	0	0					
PM	4:00 PM	0	19	1	2	13	0	0	0	0	0	0	3	38					0
	4:15 PM	0	20	0	6	6	0	0	0	0	0	0	2	34					0
	4:30 PM	0	11	1	4	13	0	0	0	0	0	0	7	36					0
	4:45 PM	0	30	0	6	12	0	0	0	0	0	0	3	51					0
	5:00 PM	0	11	0	11	13	0	0	0	0	0	0	6	41					0
	5:15 PM	0	16	0	5	8	0	0	0	0	0	0	4	32					0
	5:30 PM	0	14	0	4	15	0	0	0	0	0	0	3	36					0
	5:45 PM	0	17	0	9	16	0	0	0	0	0	0	1	43					0
	VOLUMES	0	138	2	47	95	0	0	0	0	0	0	29	309	0	0	0	0	0
	APPROACH %	0%	99%	1%	33%	67%	0%	0%	0%	0%	0%	0%	100%						
	APP/DEPART	140	/	166	141	/	95	0	/	49	29	/	0	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	72	1	27	44	0	0	0	0	0	0	18	161					
	APPROACH %	0%	99%	1%	38%	62%	0%	0%	0%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.608			0.745			0.000			0.643		0.797					
	APP/DEPART	73	/	90	70	/	44	0	/	28	18	/	0	0					

Aliso Canyon Rd

NORTH SIDE

Carson Mesa Rd WEST SIDE

EAST SIDE **Carson Mesa Rd**

SOUTH SIDE

Aliso Canyon Rd

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
4/10/25	LOCATION:	Acton	PROJECT #:	SC5309
THURSDAY	NORTH & SOUTH:	Aliso Canyon Rd	LOCATION #:	7
	EAST & WEST:	Carson Mesa Rd	CONTROL:	STOP E/W

CLASS 1:	NOTES:
PASSENGER VEHICLES	

AM / PM / MD / OTHER / OTHER

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◄ W E ►
S ▼

		NORTHBOUND Aliso Canyon Rd			SOUTHBOUND Aliso Canyon Rd			EASTBOUND Carson Mesa Rd			WESTBOUND Carson Mesa Rd				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	4	0	3	6	0	0	0	0	0	0	2	15	0	0	0	0	0
	7:15 AM	0	6	1	0	8	0	1	0	0	1	0	9	26	0	0	0	0	0
	7:30 AM	0	13	0	2	7	0	0	0	0	0	0	5	27	0	0	0	0	0
	7:45 AM	0	2	0	5	8	0	0	0	0	0	0	6	21	0	0	0	0	0
	8:00 AM	0	8	0	2	4	0	0	0	0	0	0	6	20	0	0	0	0	0
	8:15 AM	0	14	0	7	12	0	0	0	0	0	0	7	40	0	0	0	0	0
	8:30 AM	0	10	0	4	12	0	0	0	0	0	0	4	30	0	0	0	0	0
	8:45 AM	0	14	0	3	3	0	0	0	0	1	0	8	29	0	0	0	0	0
	VOLUMES	0	71	1	26	60	0	1	0	0	2	0	47	208	0	0	0	0	0
	APPROACH %	0%	99%	1%	30%	70%	0%	100%	0%	0%	4%	0%	96%						
	APP/DEPART	72	/	119	86	/	62	1	/	27	49	/	0	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	34	0	18	36	0	0	0	0	0	0	23	111	0	0	0	0	
	APPROACH %	0%	100%	0%	33%	67%	0%	0%	0%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.607			0.711			0.000			0.821		0.694					
	APP/DEPART	34	/	57	54	/	36	0	/	18	23	/	0	0					
PM	4:00 PM	0	16	1	2	11	0	0	0	0	0	0	3	33	0	0	0	0	0
	4:15 PM	0	15	0	6	6	0	0	0	0	0	0	2	29	0	0	0	0	0
	4:30 PM	0	11	1	4	13	0	0	0	0	0	0	4	33	0	0	0	0	0
	4:45 PM	0	19	0	6	10	0	0	0	0	0	0	3	38	0	0	0	0	0
	5:00 PM	0	11	0	9	13	0	0	0	0	0	0	6	39	0	0	0	0	0
	5:15 PM	0	16	0	5	6	0	0	0	0	0	0	2	29	0	0	0	0	0
	5:30 PM	0	12	0	4	15	0	0	0	0	0	0	3	34	0	0	0	0	0
	5:45 PM	0	15	0	6	16	0	0	0	0	0	0	1	38	0	0	0	0	0
	VOLUMES	0	115	2	42	90	0	0	0	0	0	0	24	273	0	0	0	0	0
	APPROACH %	0%	98%	2%	32%	68%	0%	0%	0%	0%	0%	0%	100%						
	APP/DEPART	117	/	139	132	/	90	0	/	44	24	/	0	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	56	1	25	42	0	0	0	0	0	0	15	139	0	0	0	0	
	APPROACH %	0%	98%	2%	37%	63%	0%	0%	0%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.750			0.761			0.000			0.625		0.891					
	APP/DEPART	57	/	71	67	/	42	0	/	26	15	/	0	0					

Aliso Canyon Rd

NORTH SIDE

Carson Mesa Rd WEST SIDE

EAST SIDE **Carson Mesa Rd**

SOUTH SIDE

Aliso Canyon Rd

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
4/10/25	LOCATION:	Acton	PROJECT #:	SC5309
THURSDAY	NORTH & SOUTH:	Aliso Canyon Rd	LOCATION #:	7
	EAST & WEST:	Carson Mesa Rd	CONTROL:	STOP E/W

CLASS 2:	NOTES:	AM		▲	
2-AXLE		PM		N	
WORK		MD	◄ W		E ►
VEHICLES/		OTHER		S	
TRUCKS		OTHER		▼	

		NORTHBOUND Aliso Canyon Rd			SOUTHBOUND Aliso Canyon Rd			EASTBOUND Carson Mesa Rd			WESTBOUND Carson Mesa Rd				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	3	0	0	0	0	0
	7:30 AM	0	1	0	0	1	0	0	0	0	0	0	2	4	0	0	0	0	0
	7:45 AM	0	1	0	1	2	0	0	0	0	0	0	0	4	0	0	0	0	0
	8:00 AM	0	1	0	0	4	0	0	0	0	0	0	0	5	0	0	0	0	0
	8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	7	0	1	9	0	0	0	0	0	0	3	20	0	0	0	0	0
	APPROACH %	0%	100%	0%	10%	90%	0%	0%	0%	0%	0%	0%	100%						
	APP/DEPART	7	/	10	10	/	9	0	/	1	3	/	0	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	4	0	1	7	0	0	0	0	0	0	0	12	0	0	0	0	
	APPROACH %	0%	100%	0%	13%	88%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		1.000			0.500			0.000			0.000		0.600					
	APP/DEPART	4	/	4	8	/	7	0	/	1	0	/	0	0					
PM	4:00 PM	0	2	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
	4:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	6	0	0	1	0	0	0	0	0	0	0	7	0	0	0	0	0
	5:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:15 PM	0	0	0	0	1	0	0	0	0	0	0	1	2	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	11	0	1	3	0	0	0	0	0	0	1	16	0	0	0	0	0
	APPROACH %	0%	100%	0%	25%	75%	0%	0%	0%	0%	0%	0%	100%						
	APP/DEPART	11	/	12	4	/	3	0	/	1	1	/	0	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	8	0	1	1	0	0	0	0	0	0	0	10	0	0	0	0	
	APPROACH %	0%	100%	0%	50%	50%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.333			0.500			0.000			0.000		0.357					
	APP/DEPART	8	/	8	2	/	1	0	/	1	0	/	0	0					

Aliso Canyon Rd

NORTH SIDE

Carson Mesa Rd WEST SIDE EAST SIDE **Carson Mesa Rd**

SOUTH SIDE

Aliso Canyon Rd

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
4/10/25	LOCATION:	Acton	PROJECT #:	SC5309
THURSDAY	NORTH & SOUTH:	Aliso Canyon Rd	LOCATION #:	7
	EAST & WEST:	Carson Mesa Rd	CONTROL:	STOP E/W

CLASS 3:	NOTES:
3-AXLE TRUCKS	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Aliso Canyon Rd			SOUTHBOUND Aliso Canyon Rd			EASTBOUND Carson Mesa Rd			WESTBOUND Carson Mesa Rd				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.250			0.000			0.000		0.250					
	APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	3	/	3	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.500			0.000			0.000			0.000		0.500					
	APP/DEPART	2	/	2	0	/	0	0	/	0	0	/	0	0					

Aliso Canyon Rd

NORTH SIDE

Carson Mesa Rd WEST SIDE EAST SIDE **Carson Mesa Rd**

SOUTH SIDE

Aliso Canyon Rd

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
4/10/25	LOCATION:	Acton	PROJECT #:	SC5309
THURSDAY	NORTH & SOUTH:	Aliso Canyon Rd	LOCATION #:	7
	EAST & WEST:	Carson Mesa Rd	CONTROL:	STOP E/W

CLASS 4:	NOTES:	AM		▲	
4 OR MORE		PM		N	
AXLE		MD	◄ W		E ►
TRUCKS		OTHER		S	
		OTHER		▼	

		NORTHBOUND Aliso Canyon Rd			SOUTHBOUND Aliso Canyon Rd			EASTBOUND Carson Mesa Rd			WESTBOUND Carson Mesa Rd				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	1	0	0	7	0	0	0	0	0	0	0	8	0	0	0	0	0
	7:15 AM	0	2	0	0	4	0	0	0	0	0	0	0	6	0	0	0	0	0
	7:30 AM	0	3	0	0	2	0	0	0	0	0	0	0	5	0	0	0	0	0
	7:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0	0
	8:00 AM	0	4	0	0	1	0	0	0	0	0	0	0	5	0	0	0	0	0
	8:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
	8:30 AM	0	4	0	0	1	0	0	0	0	0	0	0	5	0	0	0	0	0
	8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	20	0	0	17	0	0	0	0	0	0	0	37	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	20	/	20	17	/	17	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	13	0	0	4	0	0	0	0	0	0	0	17	0	0	0	0	
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.813			0.500			0.000			0.000		0.850					
	APP/DEPART	13	/	13	4	/	4	0	/	0	0	/	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	0	0	1	0	0	0	0	0	0	0	1	2	0	0	0	0	0
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	100%						
	APP/DEPART	0	/	1	1	/	0	0	/	1	1	/	0	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.250		0.250					
	APP/DEPART	0	/	1	0	/	0	0	/	0	1	/	0	0					

Aliso Canyon Rd

NORTH SIDE

Carson Mesa Rd WEST SIDE EAST SIDE **Carson Mesa Rd**

SOUTH SIDE

Aliso Canyon Rd

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

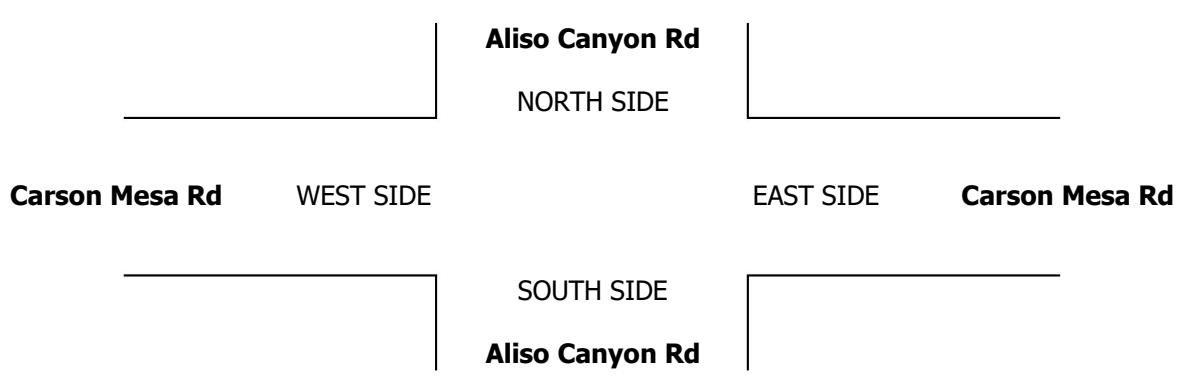
DATE:				
4/10/25	LOCATION:	Acton	PROJECT #:	SC5309
THURSDAY	NORTH & SOUTH:	Aliso Canyon Rd	LOCATION #:	7
	EAST & WEST:	Carson Mesa Rd	CONTROL:	STOP E/W

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Aliso Canyon Rd			SOUTHBOUND Aliso Canyon Rd			EASTBOUND Carson Mesa Rd			WESTBOUND Carson Mesa Rd				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Acton	PROJECT #:	SC5309
4/10/25	NORTH & SOUTH:	Aliso Canyon Rd	LOCATION #:	7
THURSDAY	EAST & WEST:	Carson Mesa Rd	CONTROL:	STOP E/W

CLASS 6:	NOTES:
BUSES	

AM
PM
MD
OTHER
OTHER

▲ N
◄ W E ►
S ▼

		NORTHBOUND Aliso Canyon Rd			SOUTHBOUND Aliso Canyon Rd			EASTBOUND Carson Mesa Rd			WESTBOUND Carson Mesa Rd				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

Aliso Canyon Rd

NORTH SIDE

Carson Mesa Rd WEST SIDE

EAST SIDE **Carson Mesa Rd**

SOUTH SIDE

Aliso Canyon Rd

Acton
1 Aliso Canyon Rd and Railroad Track
4/10/2025 Thursday

Prepared by AimTD LLC
cs@aimtd.com
714.253.7888

№	Gate down time	Gate up time	Gate Closure Time	Direction	NB Queue	SB Queue
1	1:21:19 AM	1:22:01 AM	0:00:42	EB	0	0
2	3:38:57 AM	3:41:30 AM	0:02:33	EB	0	0
3	4:40:47 AM	4:41:31 AM	0:00:44	WB	0	0
4	5:37:16 AM	5:38:01 AM	0:00:45	WB	1	1
5	6:36:19 AM	6:37:03 AM	0:00:44	WB	1	0
6	7:38:27 AM	7:39:12 AM	0:00:45	WB	0	0
7	8:26:16 AM	8:27:03 AM	0:00:47	EB	1	1
8	9:36:43 AM	9:37:27 AM	0:00:44	WB	1	1
9	11:23:50 AM	11:24:37 AM	0:00:47	EB	1	0
10	12:38:06 PM	12:38:51 PM	0:00:45	WB	1	1
11	12:55:56 PM	12:58:42 PM	0:02:46	EB	4	0
12	1:26:26 PM	1:27:11 PM	0:00:45	EB	0	1
13	2:35:37 PM	2:36:21 PM	0:00:44	WB	0	0
14	3:22:10 PM	3:22:58 PM	0:00:48	EB	0	0
15	4:35:42 PM	4:36:28 PM	0:00:46	WB	0	0
16	5:22:28 PM	5:23:13 PM	0:00:45	EB	0	1
17	6:23:03 PM	6:23:49 PM	0:00:46	EB	0	0
18	6:37:16 PM	6:38:01 PM	0:00:45	WB	1	1
19	7:24:26 PM	7:25:08 PM	0:00:42	EB	0	0
20	8:21:57 PM	8:22:42 PM	0:00:45	EB	0	1
21	8:37:30 PM	8:38:16 PM	0:00:46	WB	0	0
22	9:38:14 PM	9:38:59 PM	0:00:45	EB	0	0
23	10:43:41 PM	10:44:27 PM	0:00:46	WB	0	0
24	11:31:13 PM	11:31:56 PM	0:00:43	EB	0	0

Synchro Worksheets: LOS

Intersection	
Int Delay, s/veh	3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	43	2	67	112	10	19
Future Vol, veh/h	43	2	67	112	10	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	55
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	9	0	1	3	0	5
Mvmt Flow	49	2	76	127	11	22

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	51	0	330	50
Stage 1	-	-	-	-	50	-
Stage 2	-	-	-	-	280	-
Critical Hdwy	-	-	4.11	-	6.4	6.25
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.209	-	3.5	3.345
Pot Cap-1 Maneuver	-	-	1562	-	669	1010
Stage 1	-	-	-	-	978	-
Stage 2	-	-	-	-	772	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1562	-	634	1010
Mov Cap-2 Maneuver	-	-	-	-	634	-
Stage 1	-	-	-	-	978	-
Stage 2	-	-	-	-	732	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.78	9.38
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	634	1010	-	-	674	-
HCM Lane V/C Ratio	0.018	0.021	-	-	0.049	-
HCM Ctrl Dly (s/v)	10.8	8.6	-	-	7.4	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.2	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	67	161	2	1	7
Future Vol, veh/h	2	67	161	2	1	7
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	25
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	6	3	0	0	0
Mvmt Flow	2	80	192	2	1	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	194	0	-	0	277	193
Stage 1	-	-	-	-	193	-
Stage 2	-	-	-	-	85	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1391	-	-	-	717	854
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	944	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1391	-	-	-	715	854
Mov Cap-2 Maneuver	-	-	-	-	715	-
Stage 1	-	-	-	-	843	-
Stage 2	-	-	-	-	944	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.22	0	9.36
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	52	-	-	-	715	854
HCM Lane V/C Ratio	0.002	-	-	-	0.002	0.01
HCM Ctrl Dly (s/v)	7.6	0	-	-	10	9.3
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0	0

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	26	38	4	58	155	3	5	15	36	10	0	3
Future Vol, veh/h	26	38	4	58	155	3	5	15	36	10	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	85	-	-	105	-	205	-	-	-	50	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	11	0	5	3	0	0	20	28	10	0	0
Mvmt Flow	28	41	4	62	167	3	5	16	39	11	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	170	0	0	45	0	0	390	394	43	396	392	167
Stage 1	-	-	-	-	-	-	99	99	-	291	291	-
Stage 2	-	-	-	-	-	-	291	295	-	105	101	-
Critical Hdwy	4.1	-	-	4.15	-	-	7.1	6.7	6.48	7.2	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.7	-	6.2	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.7	-	6.2	5.5	-
Follow-up Hdwy	2.2	-	-	2.245	-	-	3.5	4.18	3.552	3.59	4	3.3
Pot Cap-1 Maneuver	1420	-	-	1544	-	-	572	516	958	550	547	883
Stage 1	-	-	-	-	-	-	912	779	-	700	675	-
Stage 2	-	-	-	-	-	-	721	638	-	882	815	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1420	-	-	1544	-	-	537	485	958	481	514	883
Mov Cap-2 Maneuver	-	-	-	-	-	-	537	485	-	481	514	-
Stage 1	-	-	-	-	-	-	894	764	-	671	648	-
Stage 2	-	-	-	-	-	-	689	612	-	812	799	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	2.9	2	10.46	11.84
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	720	1420	-	-	1544	-	-	481	-	883
HCM Lane V/C Ratio	0.084	0.02	-	-	0.04	-	-	0.022	-	0.004
HCM Ctrl Dly (s/v)	10.5	7.6	-	-	7.4	-	-	12.7	0	9.1
HCM Lane LOS	B	A	-	-	A	-	-	B	A	A
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0.1	-	-	0.1	-	0

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	55	61	1	1	5
Future Vol, veh/h	2	55	61	1	1	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	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	50	27	5	0	0	20
Mvmt Flow	2	67	74	1	1	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	76	0	-	0	147	75
Stage 1	-	-	-	-	75	-
Stage 2	-	-	-	-	72	-
Critical Hdwy	4.6	-	-	-	6.4	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.65	-	-	-	3.5	3.48
Pot Cap-1 Maneuver	1268	-	-	-	850	939
Stage 1	-	-	-	-	953	-
Stage 2	-	-	-	-	956	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1268	-	-	-	848	939
Mov Cap-2 Maneuver	-	-	-	-	848	-
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	956	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.28	0	8.93
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	63	-	-	-	922
HCM Lane V/C Ratio	0.002	-	-	-	0.008
HCM Ctrl Dly (s/v)	7.8	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	94	80	1	0	101	12	0	1	1	11	1	116
Future Vol, veh/h	94	80	1	0	101	12	0	1	1	11	1	116
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	16	0	2	9	8	2	0	0	0	0	4
Mvmt Flow	115	98	1	0	123	15	0	1	1	13	1	141
Number of Lanes	0	1	1	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay, s/veh	10.4	8.9	7.7	8.3
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	54%	0%	0%	0%	9%
Vol Thru, %	50%	46%	0%	100%	0%	1%
Vol Right, %	50%	0%	100%	0%	100%	91%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	2	174	1	101	12	128
LT Vol	0	94	0	0	0	11
Through Vol	1	80	0	101	0	1
RT Vol	1	0	1	0	12	116
Lane Flow Rate	2	212	1	123	15	156
Geometry Grp	2	5	5	5	5	2
Degree of Util (X)	0.003	0.311	0.002	0.178	0.018	0.186
Departure Headway (Hd)	4.695	5.277	4.541	5.199	4.478	4.28
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	760	681	787	690	797	840
Service Time	2.735	3.012	2.276	2.937	2.216	2.302
HCM Lane V/C Ratio	0.003	0.311	0.001	0.178	0.019	0.186
HCM Control Delay, s/veh	7.7	10.4	7.3	9.1	7.3	8.3
HCM Lane LOS	A	B	A	A	A	A
HCM 95th-tile Q	0	1.3	0	0.6	0.1	0.7

Intersection	
Int Delay, s/veh	3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	130	24	40	176	43	43
Future Vol, veh/h	130	24	40	176	43	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	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	3	0	15	5	2	26
Mvmt Flow	176	32	54	238	58	58

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	208	0	538	192
Stage 1	-	-	-	-	192	-
Stage 2	-	-	-	-	346	-
Critical Hdwy	-	-	4.25	-	6.42	6.46
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.335	-	3.518	3.534
Pot Cap-1 Maneuver	-	-	1289	-	504	792
Stage 1	-	-	-	-	841	-
Stage 2	-	-	-	-	716	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1289	-	480	792
Mov Cap-2 Maneuver	-	-	-	-	480	-
Stage 1	-	-	-	-	841	-
Stage 2	-	-	-	-	682	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.47	12.47
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	598	-	-	333	-
HCM Lane V/C Ratio	0.194	-	-	0.042	-
HCM Ctrl Dly (s/v)	12.5	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	25	61	0	16	38
Future Vol, veh/h	1	25	61	0	16	38
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	80	80	80	80	80	80
Heavy Vehicles, %	2	0	25	2	0	10
Mvmt Flow	1	31	76	0	20	48

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	164	76	0	0	76	0
Stage 1	76	-	-	-	-	-
Stage 2	88	-	-	-	-	-
Critical Hdwy	6.42	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	827	990	-	-	1535	-
Stage 1	947	-	-	-	-	-
Stage 2	936	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	816	990	-	-	1535	-
Mov Cap-2 Maneuver	816	-	-	-	-	-
Stage 1	947	-	-	-	-	-
Stage 2	923	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.79	0	2.19
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	982	533	-
HCM Lane V/C Ratio	-	-	0.033	0.013	-
HCM Ctrl Dly (s/v)	-	-	8.8	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	483	1	19	55	4	35
Future Vol, veh/h	483	1	19	55	4	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	55
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	0	0	4	0	3
Mvmt Flow	503	1	20	57	4	36

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	504	0	601	504
Stage 1	-	-	-	-	504	-
Stage 2	-	-	-	-	97	-
Critical Hdwy	-	-	4.1	-	6.4	6.23
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.327
Pot Cap-1 Maneuver	-	-	1071	-	467	566
Stage 1	-	-	-	-	611	-
Stage 2	-	-	-	-	932	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1071	-	458	566
Mov Cap-2 Maneuver	-	-	-	-	458	-
Stage 1	-	-	-	-	611	-
Stage 2	-	-	-	-	914	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.16	11.91
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	458	566	-	-	462	-
HCM Lane V/C Ratio	0.009	0.064	-	-	0.018	-
HCM Ctrl Dly (s/v)	12.9	11.8	-	-	8.4	0
HCM Lane LOS	B	B	-	-	A	A
HCM 95th %tile Q(veh)	0	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	487	70	0	1	5
Future Vol, veh/h	5	487	70	0	1	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	25
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	5	507	73	0	1	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	73	0	-	0	591	73
Stage 1	-	-	-	-	73	-
Stage 2	-	-	-	-	518	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1540	-	-	-	473	995
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	602	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1540	-	-	-	471	995
Mov Cap-2 Maneuver	-	-	-	-	471	-
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	602	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.07	0	9.31
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	18	-	-	-	471	995
HCM Lane V/C Ratio	0.003	-	-	-	0.002	0.005
HCM Ctrl Dly (s/v)	7.3	0	-	-	12.7	8.6
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0	0

Intersection	
Int Delay, s/veh	8.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	75	411	6	33	65	7	2	41	215	38	0	2
Future Vol, veh/h	75	411	6	33	65	7	2	41	215	38	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	85	-	-	105	-	205	-	-	-	50	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	3	1	0	3	2	0	0	0	0	3	0	0
Mvmt Flow	82	452	7	36	71	8	2	45	236	42	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	79	0	0	458	0	0	764	771	455	783	767	71
Stage 1	-	-	-	-	-	-	620	620	-	144	144	-
Stage 2	-	-	-	-	-	-	144	152	-	639	623	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.1	6.5	6.2	7.13	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.13	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.13	5.5	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.5	4	3.3	3.527	4	3.3
Pot Cap-1 Maneuver	1513	-	-	1097	-	-	323	333	609	310	335	997
Stage 1	-	-	-	-	-	-	479	483	-	856	782	-
Stage 2	-	-	-	-	-	-	864	776	-	463	481	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1513	-	-	1097	-	-	295	304	609	150	306	997
Mov Cap-2 Maneuver	-	-	-	-	-	-	295	304	-	150	306	-
Stage 1	-	-	-	-	-	-	453	457	-	828	756	-
Stage 2	-	-	-	-	-	-	833	750	-	241	455	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.15	2.64	19.8	36.61
HCM LOS			C	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	522	1513	-	-	1097	-	-	150	-	997
HCM Lane V/C Ratio	0.543	0.054	-	-	0.033	-	-	0.279	-	0.002
HCM Ctrl Dly (s/v)	19.8	7.5	-	-	8.4	-	-	38.1	0	8.6
HCM Lane LOS	C	A	-	-	A	-	-	E	A	A
HCM 95th %tile Q(veh)	3.2	0.2	-	-	0.1	-	-	1.1	-	0

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	250	51	0	0	5
Future Vol, veh/h	4	250	51	0	0	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	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	2	5	0	0	25
Mvmt Flow	4	269	55	0	0	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	55	0	-	0	332	55
Stage 1	-	-	-	-	55	-
Stage 2	-	-	-	-	277	-
Critical Hdwy	4.1	-	-	-	6.4	6.45
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.525
Pot Cap-1 Maneuver	1563	-	-	-	667	951
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	774	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1563	-	-	-	665	951
Mov Cap-2 Maneuver	-	-	-	-	665	-
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	774	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.12	0	8.81
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	28	-	-	-	951
HCM Lane V/C Ratio	0.003	-	-	-	0.006
HCM Ctrl Dly (s/v)	7.3	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Intersection Delay, s/veh	11
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	89	244	5	2	45	15	3	5	2	23	10	85
Future Vol, veh/h	89	244	5	2	45	15	3	5	2	23	10	85
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	3	1	0	0	4	0	0	0	0	0	0	4
Mvmt Flow	93	254	5	2	47	16	3	5	2	24	10	89
Number of Lanes	0	1	1	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay, s/veh	12.5	8.1	8.2	8.5
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	30%	27%	0%	4%	0%	19%
Vol Thru, %	50%	73%	0%	96%	0%	8%
Vol Right, %	20%	0%	100%	0%	100%	72%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	10	333	5	47	15	118
LT Vol	3	89	0	2	0	23
Through Vol	5	244	0	45	0	10
RT Vol	2	0	5	0	15	85
Lane Flow Rate	10	347	5	49	16	123
Geometry Grp	2	5	5	5	5	2
Degree of Util (X)	0.015	0.49	0.006	0.07	0.019	0.156
Departure Headway (Hd)	5.057	5.082	4.211	5.143	4.485	4.574
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	706	715	855	695	796	784
Service Time	3.101	2.782	1.911	2.884	2.226	2.605
HCM Lane V/C Ratio	0.014	0.485	0.006	0.071	0.02	0.157
HCM Control Delay, s/veh	8.2	12.6	6.9	8.3	7.3	8.5
HCM Lane LOS	A	B	A	A	A	A
HCM 95th-tile Q	0	2.7	0	0.2	0.1	0.6

Intersection	
Int Delay, s/veh	2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	278	31	50	82	19	57
Future Vol, veh/h	278	31	50	82	19	57
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	96	96	96	96	96	96
Heavy Vehicles, %	1	0	0	7	0	3
Mvmt Flow	290	32	52	85	20	59

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	322	0	495	306
Stage 1	-	-	-	-	306	-
Stage 2	-	-	-	-	190	-
Critical Hdwy	-	-	4.1	-	6.4	6.23
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.327
Pot Cap-1 Maneuver	-	-	1249	-	537	732
Stage 1	-	-	-	-	752	-
Stage 2	-	-	-	-	848	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1249	-	514	732
Mov Cap-2 Maneuver	-	-	-	-	514	-
Stage 1	-	-	-	-	752	-
Stage 2	-	-	-	-	810	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	3.03	11.18
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	662	-	-	682	-
HCM Lane V/C Ratio	0.12	-	-	0.042	-
HCM Ctrl Dly (s/v)	11.2	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	15	66	0	25	46
Future Vol, veh/h	0	15	66	0	25	46
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	83	83	83	83	83	83
Heavy Vehicles, %	2	6	3	0	0	0
Mvmt Flow	0	18	80	0	30	55

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	195	80	0	0	80	0
Stage 1	80	-	-	-	-	-
Stage 2	116	-	-	-	-	-
Critical Hdwy	6.42	6.26	-	-	4.1	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.354	-	-	2.2	-
Pot Cap-1 Maneuver	794	970	-	-	1531	-
Stage 1	944	-	-	-	-	-
Stage 2	909	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	777	970	-	-	1531	-
Mov Cap-2 Maneuver	777	-	-	-	-	-
Stage 1	944	-	-	-	-	-
Stage 2	891	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.78	0	2.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	970	634	-
HCM Lane V/C Ratio	-	-	0.019	0.02	-
HCM Ctrl Dly (s/v)	-	-	8.8	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Intersection	
Int Delay, s/veh	3.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	43	2	91	112	10	24
Future Vol, veh/h	43	2	91	112	10	24
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	55
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	9	0	27	4	0	17
Mvmt Flow	49	2	103	127	11	27

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	51	0	384	50
Stage 1	-	-	-	-	50	-
Stage 2	-	-	-	-	334	-
Critical Hdwy	-	-	4.37	-	6.4	6.37
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.443	-	3.5	3.453
Pot Cap-1 Maneuver	-	-	1409	-	623	977
Stage 1	-	-	-	-	978	-
Stage 2	-	-	-	-	730	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1409	-	573	977
Mov Cap-2 Maneuver	-	-	-	-	573	-
Stage 1	-	-	-	-	978	-
Stage 2	-	-	-	-	672	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	3.48	9.56
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	573	977	-	-	807	-
HCM Lane V/C Ratio	0.02	0.028	-	-	0.073	-
HCM Ctrl Dly (s/v)	11.4	8.8	-	-	7.8	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.2	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	72	185	2	1	7
Future Vol, veh/h	2	72	185	2	1	7
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	25
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	9	15	0	0	0
Mvmt Flow	2	86	220	2	1	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	223	0	-	0	312	221
Stage 1	-	-	-	-	221	-
Stage 2	-	-	-	-	90	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1358	-	-	-	685	823
Stage 1	-	-	-	-	820	-
Stage 2	-	-	-	-	938	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1358	-	-	-	684	823
Mov Cap-2 Maneuver	-	-	-	-	684	-
Stage 1	-	-	-	-	819	-
Stage 2	-	-	-	-	938	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.21	0	9.53
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	49	-	-	-	684	823
HCM Lane V/C Ratio	0.002	-	-	-	0.002	0.01
HCM Ctrl Dly (s/v)	7.7	0	-	-	10.3	9.4
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0	0

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	26	38	9	58	155	3	29	18	36	10	38	3
Future Vol, veh/h	26	38	9	58	155	3	29	18	36	10	38	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	85	-	-	105	-	205	-	-	-	50	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	10	33	5	3	0	82	33	27	10	63	0
Mvmt Flow	28	41	10	62	167	3	31	19	39	11	41	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	170	0	0	51	0	0	413	396	46	398	398	167
Stage 1	-	-	-	-	-	-	102	102	-	291	291	-
Stage 2	-	-	-	-	-	-	312	295	-	106	106	-
Critical Hdwy	4.1	-	-	4.15	-	-	7.92	6.83	6.47	7.2	7.13	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.92	5.83	-	6.2	6.13	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.92	5.83	-	6.2	6.13	-
Follow-up Hdwy	2.2	-	-	2.245	-	-	4.238	4.297	3.543	3.59	4.567	3.3
Pot Cap-1 Maneuver	1420	-	-	1537	-	-	432	496	957	548	457	883
Stage 1	-	-	-	-	-	-	741	755	-	700	574	-
Stage 2	-	-	-	-	-	-	557	617	-	880	703	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1420	-	-	1537	-	-	368	466	957	475	429	883
Mov Cap-2 Maneuver	-	-	-	-	-	-	368	466	-	475	429	-
Stage 1	-	-	-	-	-	-	727	740	-	671	551	-
Stage 2	-	-	-	-	-	-	493	592	-	806	689	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	2.7	2	13.06	13.66
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	536	1420	-	-	1537	-	-	475	429	883
HCM Lane V/C Ratio	0.167	0.02	-	-	0.041	-	-	0.023	0.095	0.004
HCM Ctrl Dly (s/v)	13.1	7.6	-	-	7.4	-	-	12.7	14.3	9.1
HCM Lane LOS	B	A	-	-	A	-	-	B	B	A
HCM 95th %tile Q(veh)	0.6	0.1	-	-	0.1	-	-	0.1	0.3	0

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	55	61	1	1	5
Future Vol, veh/h	2	55	61	1	1	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	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	50	27	4	0	0	20
Mvmt Flow	2	67	74	1	1	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	76	0	-	0	147	75
Stage 1	-	-	-	-	75	-
Stage 2	-	-	-	-	72	-
Critical Hdwy	4.6	-	-	-	6.4	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.65	-	-	-	3.5	3.48
Pot Cap-1 Maneuver	1268	-	-	-	850	939
Stage 1	-	-	-	-	953	-
Stage 2	-	-	-	-	956	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1268	-	-	-	848	939
Mov Cap-2 Maneuver	-	-	-	-	848	-
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	956	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.28	0	8.93
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	63	-	-	-	922
HCM Lane V/C Ratio	0.002	-	-	-	0.008
HCM Ctrl Dly (s/v)	7.8	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	94	80	1	0	101	12	0	1	1	11	1	127
Future Vol, veh/h	94	80	1	0	101	12	0	1	1	11	1	127
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	0	0	0	2	0	0	2	0	0	0	0	0
Mvmt Flow	115	98	1	0	123	15	0	1	1	13	1	155
Number of Lanes	0	1	1	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay, s/veh	10.4	8.7	7.8	8.4
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	54%	0%	0%	0%	8%
Vol Thru, %	50%	46%	0%	100%	0%	1%
Vol Right, %	50%	0%	100%	0%	100%	91%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	2	174	1	101	12	139
LT Vol	0	94	0	0	0	11
Through Vol	1	80	0	101	0	1
RT Vol	1	0	1	0	12	127
Lane Flow Rate	2	212	1	123	15	170
Geometry Grp	2	5	5	5	5	2
Degree of Util (X)	0.003	0.311	0.001	0.174	0.018	0.201
Departure Headway (Hd)	4.703	5.271	4.296	5.078	4.374	4.266
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	759	681	831	706	816	842
Service Time	2.743	3.007	2.032	2.816	2.111	2.289
HCM Lane V/C Ratio	0.003	0.311	0.001	0.174	0.018	0.202
HCM Control Delay, s/veh	7.8	10.4	7	8.9	7.2	8.4
HCM Lane LOS	A	B	A	A	A	A
HCM 95th-tile Q	0	1.3	0	0.6	0.1	0.7

Intersection	
Int Delay, s/veh	3.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	130	24	51	176	43	43
Future Vol, veh/h	130	24	51	176	43	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	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	3	0	13	4	2	25
Mvmt Flow	176	32	69	238	58	58

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	208	0	568	192
Stage 1	-	-	-	-	192	-
Stage 2	-	-	-	-	376	-
Critical Hdwy	-	-	4.23	-	6.42	6.45
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.317	-	3.518	3.525
Pot Cap-1 Maneuver	-	-	1300	-	485	794
Stage 1	-	-	-	-	841	-
Stage 2	-	-	-	-	694	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1300	-	455	794
Mov Cap-2 Maneuver	-	-	-	-	455	-
Stage 1	-	-	-	-	841	-
Stage 2	-	-	-	-	652	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.78	12.78
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	579	-	-	404	-
HCM Lane V/C Ratio	0.201	-	-	0.053	-
HCM Ctrl Dly (s/v)	12.8	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0.2	-

Intersection	
Int Delay, s/veh	2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	25	61	0	27	38
Future Vol, veh/h	1	25	61	0	27	38
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	80	80	80	80	80	80
Heavy Vehicles, %	2	0	25	2	3	10
Mvmt Flow	1	31	76	0	34	48

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	191	76	0	0	76	0
Stage 1	76	-	-	-	-	-
Stage 2	115	-	-	-	-	-
Critical Hdwy	6.42	6.2	-	-	4.13	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	-	-	2.227	-
Pot Cap-1 Maneuver	798	990	-	-	1516	-
Stage 1	947	-	-	-	-	-
Stage 2	910	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	779	990	-	-	1516	-
Mov Cap-2 Maneuver	779	-	-	-	-	-
Stage 1	947	-	-	-	-	-
Stage 2	889	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.8	0	3.09
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	980	748	-
HCM Lane V/C Ratio	-	-	0.033	0.022	-
HCM Ctrl Dly (s/v)	-	-	8.8	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	62	0	30	75	0	21
Future Vol, veh/h	62	0	30	75	0	21
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, %	100	2	70	46	2	100
Mvmt Flow	67	0	33	82	0	23

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	67	0	214	67
Stage 1	-	-	-	-	67	-
Stage 2	-	-	-	-	147	-
Critical Hdwy	-	-	4.8	-	6.42	7.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.83	-	3.518	4.2
Pot Cap-1 Maneuver	-	-	1194	-	774	779
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	881	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1194	-	752	779
Mov Cap-2 Maneuver	-	-	-	-	752	-
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	856	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.31	9.76
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	779	-	-	514	-
HCM Lane V/C Ratio	0.029	-	-	0.027	-
HCM Ctrl Dly (s/v)	9.8	-	-	8.1	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	56	62	13	6	0
Future Vol, veh/h	0	56	62	13	6	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	5	1	46	100	2
Mvmt Flow	0	61	67	14	7	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	82	0	-	0	135	74
Stage 1	-	-	-	-	74	-
Stage 2	-	-	-	-	61	-
Critical Hdwy	4.12	-	-	-	7.4	6.22
Critical Hdwy Stg 1	-	-	-	-	6.4	-
Critical Hdwy Stg 2	-	-	-	-	6.4	-
Follow-up Hdwy	2.218	-	-	-	4.4	3.318
Pot Cap-1 Maneuver	1516	-	-	-	672	987
Stage 1	-	-	-	-	750	-
Stage 2	-	-	-	-	762	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1516	-	-	-	672	987
Mov Cap-2 Maneuver	-	-	-	-	672	-
Stage 1	-	-	-	-	750	-
Stage 2	-	-	-	-	762	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	10.41
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1516	-	-	-	672
HCM Lane V/C Ratio	-	-	-	-	0.01
HCM Ctrl Dly (s/v)	0	-	-	-	10.4
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	41.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	483	1	112	55	4	38
Future Vol, veh/h	483	1	112	55	4	38
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	55
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	25	25	25	25	25	25
Heavy Vehicles, %	1	0	0	4	0	3
Mvmt Flow	1932	4	448	220	16	152

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1936	0	3050	1934
Stage 1	-	-	-	-	1934	-
Stage 2	-	-	-	-	1116	-
Critical Hdwy	-	-	4.1	-	6.4	6.23
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.327
Pot Cap-1 Maneuver	-	-	~ 308	-	~ 14	~ 82
Stage 1	-	-	-	-	125	-
Stage 2	-	-	-	-	316	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	~ 308	-	0	~ 82
Mov Cap-2 Maneuver	-	-	-	-	0	-
Stage 1	-	-	-	-	125	-
Stage 2	-	-	-	-	0	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	170.41	
HCM LOS			-

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	82	-	-	~ 270	-
HCM Lane V/C Ratio	-	1.859	-	-	1.456	-
HCM Ctrl Dly (s/v)	-	$ 514.8	-	-	254.1	0
HCM Lane LOS	-	F	-	-	F	A
HCM 95th %tile Q(veh)	-	13.1	-	-	24.4	-

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

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	490	163	0	1	5
Future Vol, veh/h	5	490	163	0	1	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	25
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	1	15	0	0	0
Mvmt Flow	5	510	170	0	1	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	170	0	-	0	691	170
Stage 1	-	-	-	-	170	-
Stage 2	-	-	-	-	521	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1420	-	-	-	414	879
Stage 1	-	-	-	-	865	-
Stage 2	-	-	-	-	600	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1420	-	-	-	412	879
Mov Cap-2 Maneuver	-	-	-	-	412	-
Stage 1	-	-	-	-	860	-
Stage 2	-	-	-	-	600	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.08	0	9.89
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	18	-	-	-	412	879
HCM Lane V/C Ratio	0.004	-	-	-	0.003	0.006
HCM Ctrl Dly (s/v)	7.5	0	-	-	13.8	9.1
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0	0

Intersection	
Int Delay, s/veh	33.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	75	411	9	33	65	7	95	52	215	38	24	2
Future Vol, veh/h	75	411	9	33	65	7	95	52	215	38	24	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	85	-	-	105	-	205	-	-	-	50	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	0	33	3	1	0	25	5	0	2	100	0
Mvmt Flow	82	452	10	36	71	8	104	57	236	42	26	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	79	0	0	462	0	0	779	773	457	789	770	71
Stage 1	-	-	-	-	-	-	621	621	-	144	144	-
Stage 2	-	-	-	-	-	-	157	152	-	645	626	-
Critical Hdwy	4.12	-	-	4.13	-	-	7.35	6.55	6.2	7.12	7.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.35	5.55	-	6.12	6.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.35	5.55	-	6.12	6.5	-
Follow-up Hdwy	2.218	-	-	2.227	-	-	3.725	4.045	3.3	3.518	4.9	3.3
Pot Cap-1 Maneuver	1519	-	-	1094	-	-	287	326	608	308	238	997
Stage 1	-	-	-	-	-	-	438	474	-	859	624	-
Stage 2	-	-	-	-	-	-	794	766	-	461	352	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1519	-	-	1094	-	-	233	298	608	142	218	997
Mov Cap-2 Maneuver	-	-	-	-	-	-	233	298	-	142	218	-
Stage 1	-	-	-	-	-	-	414	449	-	830	603	-
Stage 2	-	-	-	-	-	-	732	741	-	233	333	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.14	2.64	86.74	33.35
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	387	1519	-	-	1094	-	-	142	218	997
HCM Lane V/C Ratio	1.029	0.054	-	-	0.033	-	-	0.295	0.121	0.002
HCM Ctrl Dly (s/v)	86.7	7.5	-	-	8.4	-	-	40.7	23.8	8.6
HCM Lane LOS	F	A	-	-	A	-	-	E	C	A
HCM 95th %tile Q(veh)	12.9	0.2	-	-	0.1	-	-	1.1	0.4	0

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	250	51	0	0	5
Future Vol, veh/h	4	250	51	0	0	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	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	2	5	0	0	25
Mvmt Flow	4	269	55	0	0	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	55	0	-	0	332	55
Stage 1	-	-	-	-	55	-
Stage 2	-	-	-	-	277	-
Critical Hdwy	4.1	-	-	-	6.4	6.45
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.525
Pot Cap-1 Maneuver	1563	-	-	-	667	951
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	774	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1563	-	-	-	665	951
Mov Cap-2 Maneuver	-	-	-	-	665	-
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	774	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.12	0	8.81
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	28	-	-	-	951
HCM Lane V/C Ratio	0.003	-	-	-	0.006
HCM Ctrl Dly (s/v)	7.3	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Intersection Delay, s/veh	12.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	142	244	5	2	45	15	3	5	2	23	10	85
Future Vol, veh/h	142	244	5	2	45	15	3	5	2	23	10	85
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	1	0	0	4	0	0	0	0	0	0	4
Mvmt Flow	148	254	5	2	47	16	3	5	2	24	10	89
Number of Lanes	0	1	1	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay, s/veh	14.3	8.1	8.3	8.7
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	30%	37%	0%	4%	0%	19%
Vol Thru, %	50%	63%	0%	96%	0%	8%
Vol Right, %	20%	0%	100%	0%	100%	72%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	10	386	5	47	15	118
LT Vol	3	142	0	2	0	23
Through Vol	5	244	0	45	0	10
RT Vol	2	0	5	0	15	85
Lane Flow Rate	10	402	5	49	16	123
Geometry Grp	2	5	5	5	5	2
Degree of Util (X)	0.015	0.569	0.006	0.071	0.02	0.161
Departure Headway (Hd)	5.217	5.094	4.189	5.204	4.546	4.724
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	684	708	853	687	785	760
Service Time	3.263	2.827	1.922	2.948	2.289	2.754
HCM Lane V/C Ratio	0.015	0.568	0.006	0.071	0.02	0.162
HCM Control Delay, s/veh	8.3	14.4	6.9	8.3	7.4	8.7
HCM Lane LOS	A	B	A	A	A	A
HCM 95th-tile Q	0	3.6	0	0.2	0.1	0.6

Intersection	
Int Delay, s/veh	3.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	278	31	50	82	19	110
Future Vol, veh/h	278	31	50	82	19	110
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	96	96	96	96	96	96
Heavy Vehicles, %	1	0	0	7	0	2
Mvmt Flow	290	32	52	85	20	115

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	322	0	495	306
Stage 1	-	-	-	-	306	-
Stage 2	-	-	-	-	190	-
Critical Hdwy	-	-	4.1	-	6.4	6.22
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.318
Pot Cap-1 Maneuver	-	-	1249	-	537	734
Stage 1	-	-	-	-	752	-
Stage 2	-	-	-	-	848	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1249	-	514	734
Mov Cap-2 Maneuver	-	-	-	-	514	-
Stage 1	-	-	-	-	752	-
Stage 2	-	-	-	-	810	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	3.03	11.47
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	691	-	-	682	-
HCM Lane V/C Ratio	0.195	-	-	0.042	-
HCM Ctrl Dly (s/v)	11.5	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0.1	-

Intersection	
Int Delay, s/veh	3.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	68	66	0	25	46
Future Vol, veh/h	0	68	66	0	25	46
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	83	83	83	83	83	83
Heavy Vehicles, %	2	2	3	0	0	0
Mvmt Flow	0	82	80	0	30	55

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	195	80	0	0	80	0
Stage 1	80	-	-	-	-	-
Stage 2	116	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.1	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.2	-
Pot Cap-1 Maneuver	794	981	-	-	1531	-
Stage 1	944	-	-	-	-	-
Stage 2	909	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	777	981	-	-	1531	-
Mov Cap-2 Maneuver	777	-	-	-	-	-
Stage 1	944	-	-	-	-	-
Stage 2	891	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9	0	2.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	981	634	-
HCM Lane V/C Ratio	-	-	0.084	0.02	-
HCM Ctrl Dly (s/v)	-	-	9	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-