

TRAFFIC IMPACT ANALYSIS

THE RESERVE - PHASE 3-6

February 10, 2023

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Traffic Impact Analysis

THE RESERVE PUD PHASES 3-6



RENEWAL 06/30/24

Junction City , Oregon

February 10, 2023

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EXECUTIVE SUMMARY

This report describes the Traffic Impact Analysis and findings prepared for the proposed development of Tax Lot 10900 of Assessor's Map 15-04-31-22, located west of Oaklea Drive in Junction City, Oregon. The proposed development is Phases 3-6 of The Reserve subdivision and will include approximately 271 single-family homes. The development will connect to the existing internal street networks and will connect to Oaklea Drive via 15th Avenue and 10th Avenue.

The analysis evaluates the operation of the adjacent intersections. The following findings and recommendations are based on the information and analysis contained within this report.

FINDINGS

The analysis concludes with the following findings:

- The studied intersections will operate better than the mobility standards through the year 2030 during the AM and PM peak hours with the addition of development traffic
- The addition of development trips does not create queuing issues, blocking, or spillback at any of the studied intersections.
- Oaklea Drive street frontage improvements for The Reserve PUD have been completed as part of Phase 2 of the development. No further street frontage improvements are necessary.
- The existing pedestrian improvements along the Oaklea Drive frontage are sufficient for safe pedestrian usage.
- The Oaklea Drive frontage improvements to the south of The Reserve PUD frontage will continue to be constructed as the future developments to the south are constructed.
- Sandow Engineering recommends that the posted speed be lowered from 45 mph to 35 mph to better align with the typical speeds found on urban arterials and to improve safety for all users on Oaklea.

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1.0 INTRODUCTION

1.1 DEVELOPMENT PROPOSAL

This report describes the Traffic Impact Analysis and findings prepared for the proposed Phases 3-6 of The Reserve subdivision. This phase of the development plan includes the construction of 271 single-family homes. Phase 2 of The Reserve is currently under construction, with the roadway network completed and the homes currently under construction. Phase 1 has been fully completed for several years.

The project is contained within Tax Lot 10900 of Assessor's Map 15-04-31-22, located off Oaklea Drive in Junction City, Oregon. The site, located within 81.47 acres, is currently zoned Single Family Residential (R1). Access to the site will be via West 15th Avenue and West 10th Avenue, and the internal road network will be developed to provide access to individual properties. The site plan is included in Appendix A, and Figure 1 illustrates the site location.

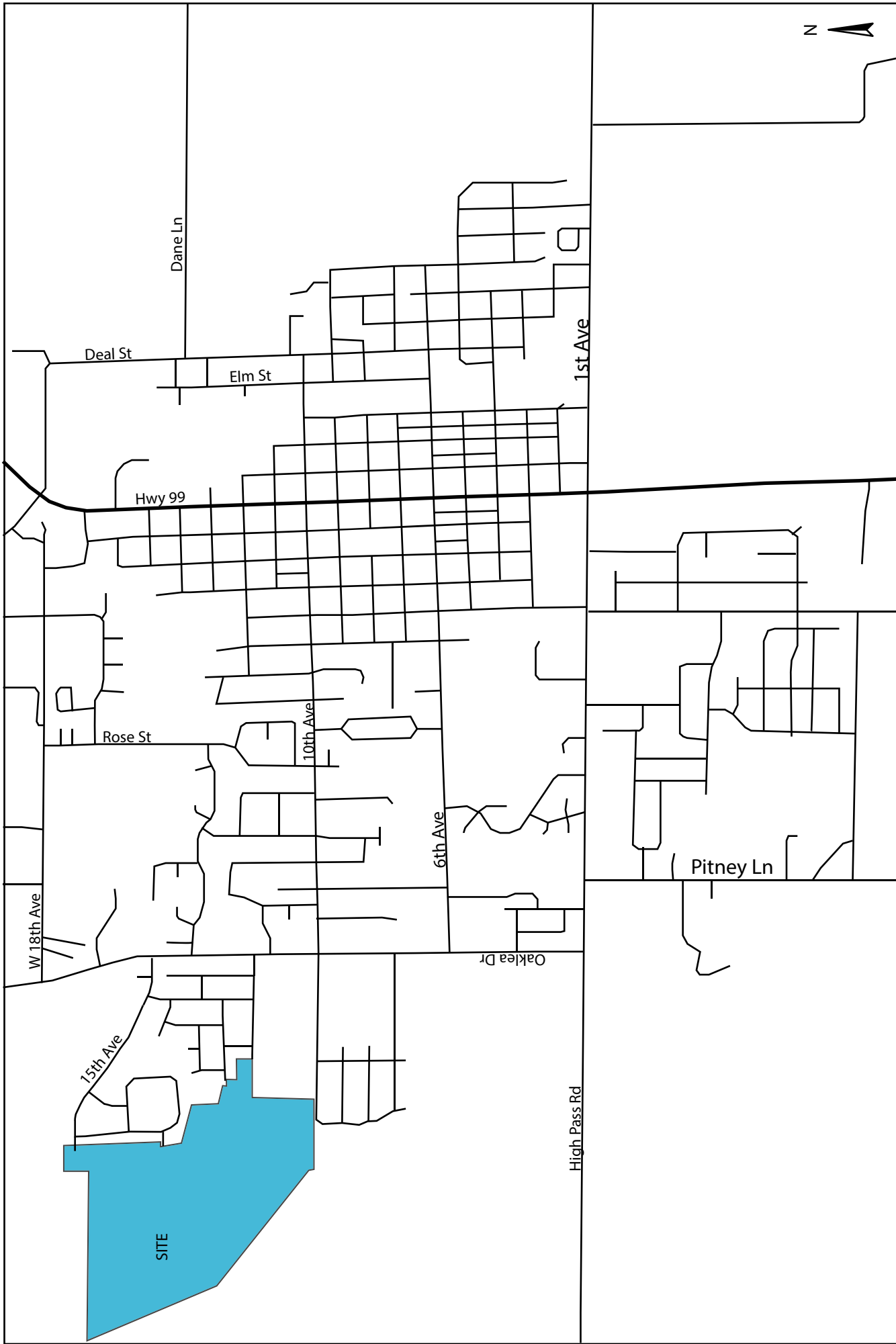
The proposed development is expected to generate more than 100 vehicle trips during the weekday PM peak hour, triggering the need for a Traffic Impact Analysis.

1.2 SCOPE OF WORK

The traffic study is performed in accordance with the Lane County and Junction City Traffic Impact Analysis standards and criteria. The Scope of Work, coordinated by Sandow Engineering, Lane County, and Junction City, and included in Appendix B, establishes evaluation criteria for off-site impacts at the following locations and time periods. The traffic impacts are evaluated for the weekday 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM time periods at the following locations:

- Oaklea Drive @ West 18th Avenue
- Oaklea Drive @ West 15th Avenue (Site Access)
- Oaklea Drive @ West 10th Avenue
- Oaklea Drive @ West 6th Avenue
- Oaklea Drive @ High Pass Road/West 1st Avenue

The operational analysis is performed at the studied intersections during the weekday AM and PM peak hours of the system for the existing year (year 2023), the year of opening (year 2025), and the 5-year planning horizon (year 2030), with and without the development in place.



The Reserve Phases 3-6, Junction City, OR

Figure 1: Site Location and Vicinity Map

2.0 EXISTING ROADWAY CONDITIONS

2.1 STREET NETWORK

Access to the development is via West 15th Avenue off of Oaklea Drive. West 15th Avenue is a Minor Collector which provides access to The Reserve development. Oaklea Drive is a Major Collector that connects to Highway 99 West to the North and High Pass Road/West 1st Avenue to the south. West 18th is a Major Collector that connects to Oaklea Drive to the west with Highway 99 to the east. West 10th Avenue is a Major Collector that connects to Oaklea Drive to the west with Highway 99 to the east. West 6th Avenue is a Major Collector that connects to Oaklea Drive to the west with Highway 99 to the east. High Pass Road/West 1st Avenue is a Major Collector that provides access to the west of Junction City and connects to Highway 99 to the east. Table 1 illustrates the roadway characteristics within the study area.

TABLE 1: ROADWAY CHARACTERISTICS WITHIN STUDY AREA

Characteristic	Oaklea Dr	W 18 th Ave	W 15 th Ave	W 10 th Ave	W 6 th Ave	High Pass Rd/ W 1 st Ave
Functional Classification	Major Collector	Major Collector	Local Road	Major Collector	Major Collector	Major Collector
Posted Speed	45 mph – South of W 18 th Ave 55 mph – North of W 18 th Ave	45 mph	25 mph (Unposted)	25 mph	35 mph	45 mph
Lanes per Direction	1	1	1	1	1	1
Center Left Turn Lane	None	None	None	None	None	None
Restrictions in the Median	None	None	None	None	None	None
Bikes Lanes Present	None	None	Yes	None	None	None
Sidewalks Present	None	None	Yes	Intermittent	Intermittent	None
Transit Route	None	None	None	None	None	None
On-Street Parking	None	None	None	None	None	None

Figure 2 illustrates the study area intersection locations, intersection geometry, and access control.

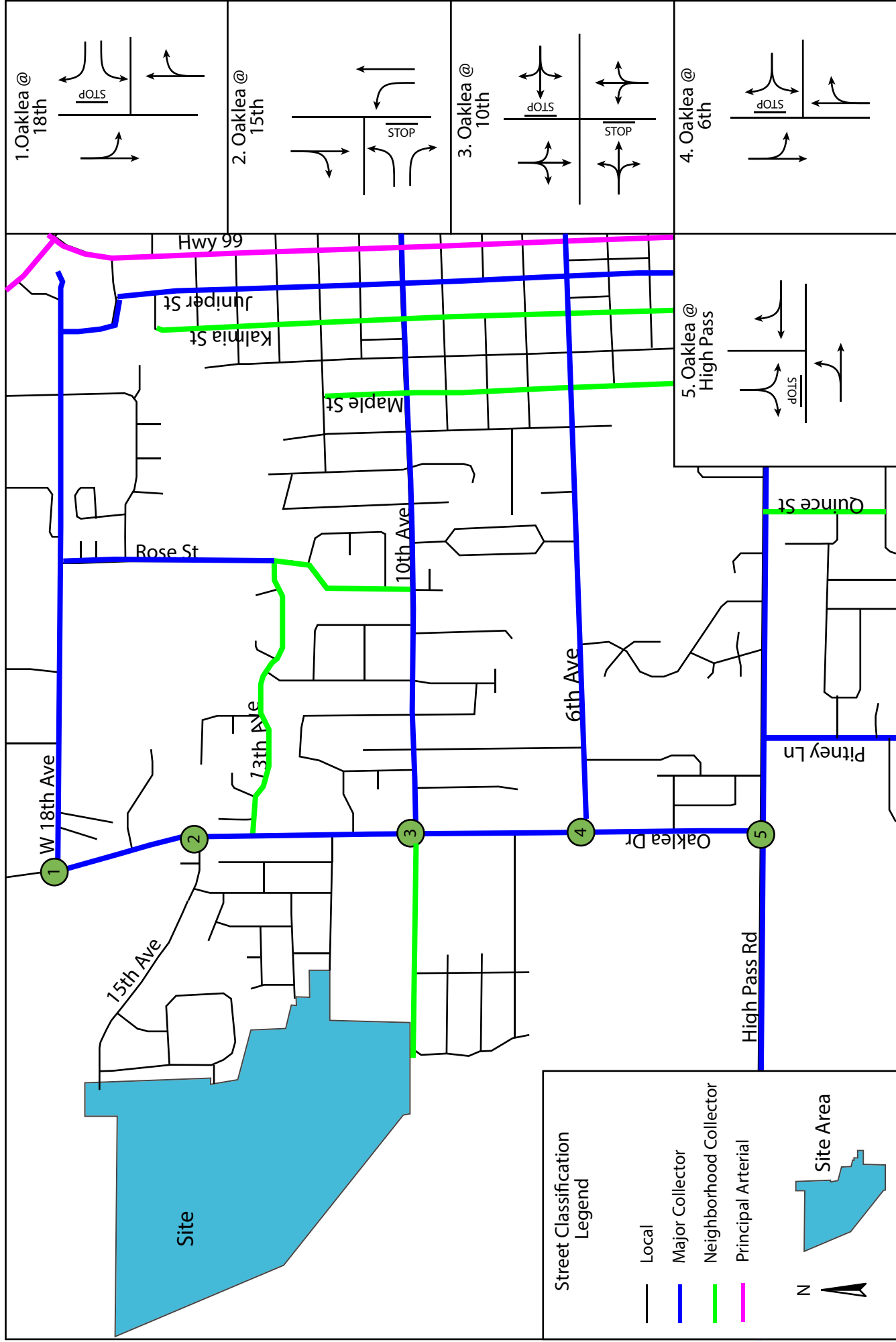


Figure 2: Lane Configuration and Street Classification

The Reserve Phase 3-6, Junction City, OR

2.2 CRASH ANALYSIS

A crash investigation was performed for the study area intersections/driveways. The analysis investigates crashes that have been reported to the state for the most recent 5 years of data available, 1/1/2016-12/31/2020, to determine the crash rate in crashes per million vehicles on the roadway and the types of crashes that occurred. The crash rate is compared to the critical crash rate. If the calculated crash rate exceeds the critical crash rate or there is a high percentage of a certain crash type, the location is investigated for further mitigation measures. Crash data was provided by ODOT for the study area and is included in Appendix C. The results of the crash analysis are provided in Tables 2 and 3.

TABLE 2: INTERSECTION CRASH RATES

Location	Intersection Type	Number of Crashes	ADT	MEV	Crash Rate	Critical Crash Rate	
Oaklea at 18 th	Stop Control	2	2470	4.51	0.44	0.88	Under
Oaklea at 15 th	Stop Control	0	-	-	-	-	
Oaklea at 10 th	Stop Control	1	3780	6.90	0.14	0.70	Under
Oaklea at 6 th	Stop Control	1	4150	7.57	0.13	0.68	Under
Oaklea at High Pass	Stop Control	4	4660	8.50	0.47	0.65	Under

The critical crash rates are below the critical crash rate and below the threshold for warranting corrective action.

TABLE 3: INTERSECTION CRASH PATTERNS

Location	# of Crashes	Types of Crashes					
		Head	Rear	Angle	Turn	Other	Ped/Bike
Oaklea at 18 th	2	0	0	0	2	0	0
Oaklea at 15 th	0	-	-	-	-	-	-
Oaklea at 10 th	1	0	0	0	1	0	0
Oaklea at 6 th	1	0	0	0	0	1	0
Oaklea at High Pass	4	0	0	0	1	2	1

There were no reported crashes at the intersection of Oaklea Drive and 15th Avenue within the past 5 years.

Oaklea at High Pass Road had a crash involving a bicycle. This crash occurred on August 28, 2020 at 7 AM. The crash involved an eastbound bike and an eastbound vehicle. The error was assigned to the vehicle for being inattentive. No corrective action is recommended at this intersection.

3.0 TRAFFIC VOLUMES

3.1 INTERSECTION COUNTS

As part of the analysis, weekday AM and PM peak hour turning movement counts were collected at the study intersections. The traffic counts were performed for the 7:00 AM to 9:00 PM and 4:00 PM to 6:00 PM peak periods. The turning movement counts illustrate that the PM peak hour occurs from 4:30 PM to 5:30 PM, and the AM peak hour occurs from 7:30 AM to 8:30 AM. The traffic volumes are included in Appendix D.

3.2 FUTURE YEAR BACKGROUND VOLUMES

The development is anticipated to be completed within the year 2025. Consistent with the traffic impact analysis criteria, the intersections were evaluated for the year of completion, year 2025, and a 5-year planning horizon, year 2030. To estimate future traffic volumes a 2 percent per year growth rate was applied to the existing traffic counts. This growth rate was deemed appropriate based on historical trends and the City of Junction City Transportation System Plan estimation of background traffic growth. The 2007 TIA for The Reserve utilized a 2.2% growth rate based on historical trends. The transportation system plan shows a growth rate lower than 1% for Oaklea when the growth of the residential area is not taken into consideration. This area is experiencing a significant amount of growth, but a portion of it has been fully constructed or has been platted and set for construction. The properties that have been approved but not constructed are included as pipeline trips (discussed below). Therefore, the 2% growth rate is reasonable.

The area east of Oaklea is undergoing significant building for residential development not associated with this project. The traffic volumes include a significant number of construction vehicles (30-50% of all counted vehicles were observed to be construction vehicles) that are in this area only temporarily. However, as a conservative approach, no adjustments were made to remove the temporary construction vehicles.

3.3 SEASONAL ADJUSTMENT

The application of seasonal adjustment factors account for the fact that through volumes along State Highways and recreational routes tend to fluctuate from month to month due to changes in recreational behavior, etc. Monthly volume variations for routes with recreational traffic show much higher seasonal peaking than for traffic with predominantly intercity traffic. The studied intersections are intercity and typically do not experience a seasonal fluctuation. Therefore, no seasonal adjustment factor was applied.

3.4 IN PROGRESS TRIPS

“In progress trips” are trips from development that have been approved for construction but have not been completed; therefore, the trips are not yet on the system. These trips will likely be on the system by the time of completion of this project. Therefore, they are added to the background traffic volumes. The following discusses the pipeline trips added to the traffic volumes:

The Reserve Phase 2: The Reserve Phase 2 is currently under construction. At the date of the traffic count there were approximately 20 homes completed and occupied. As a conservative evaluation, the entire site development trips were included, and the trips from the 20 occupied homes were not removed.

Maple Springs: The Maple Springs apartment complex is completed and fully occupied. Therefore, the trips are already added to the street network. Maple Springs First Addition, located west of the apartment complex, is approved but not completed. These trips are added to the background traffic.

Rolling Meadows: Phase 1 of Rolling Meadows subdivision (south of 10th St) is currently under construction. These development trips were added to the background traffic volumes.

3.5 BACKGROUND VOLUMES

The existing traffic volumes were adjusted according to the methodology described above. The background traffic volumes are depicted in the following figures. Appendix D contains the traffic volume calculations.

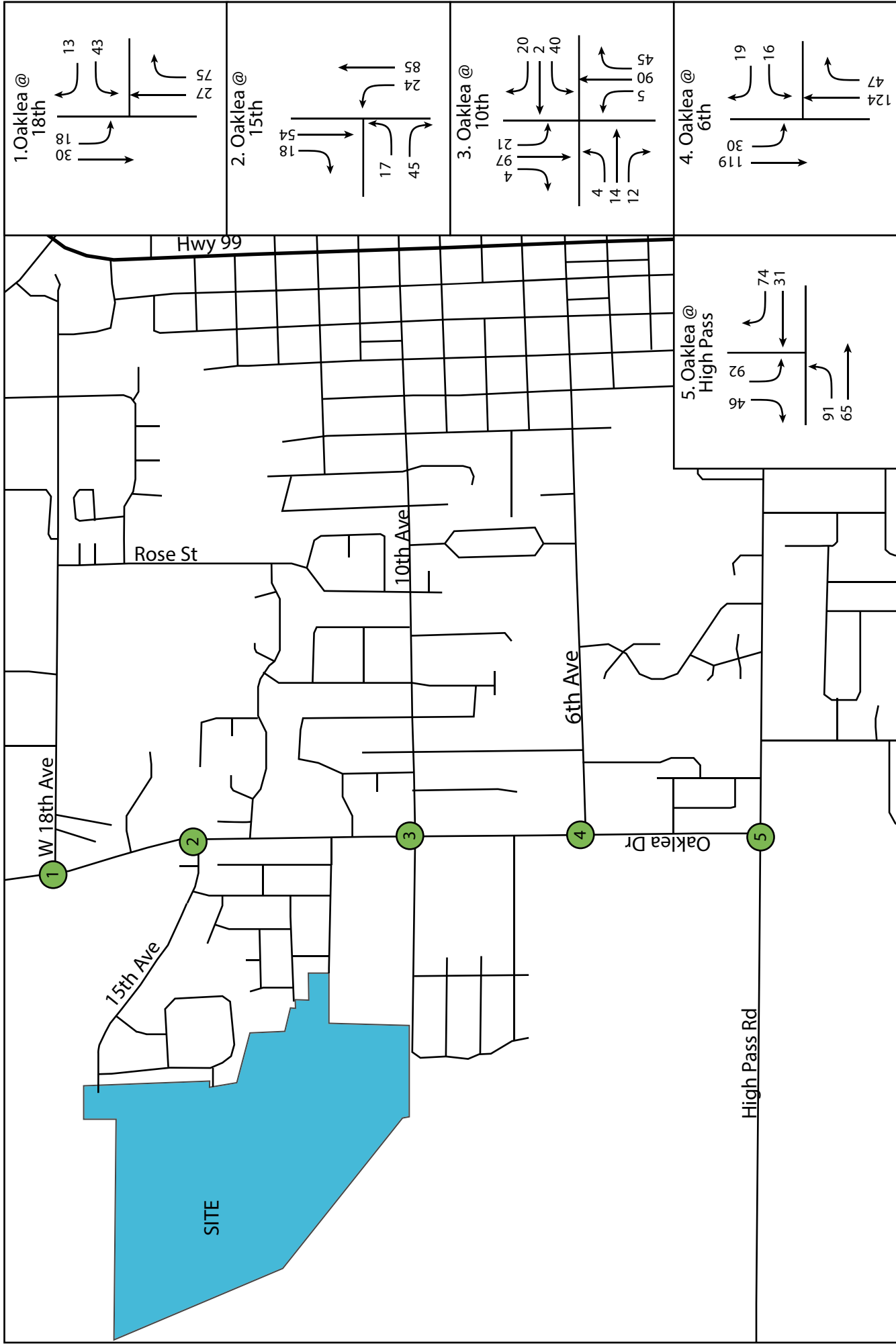


Figure 3: Year 2023 AM Background Traffic Volumes

The Reserve Phases 3-6, Junction City, OR

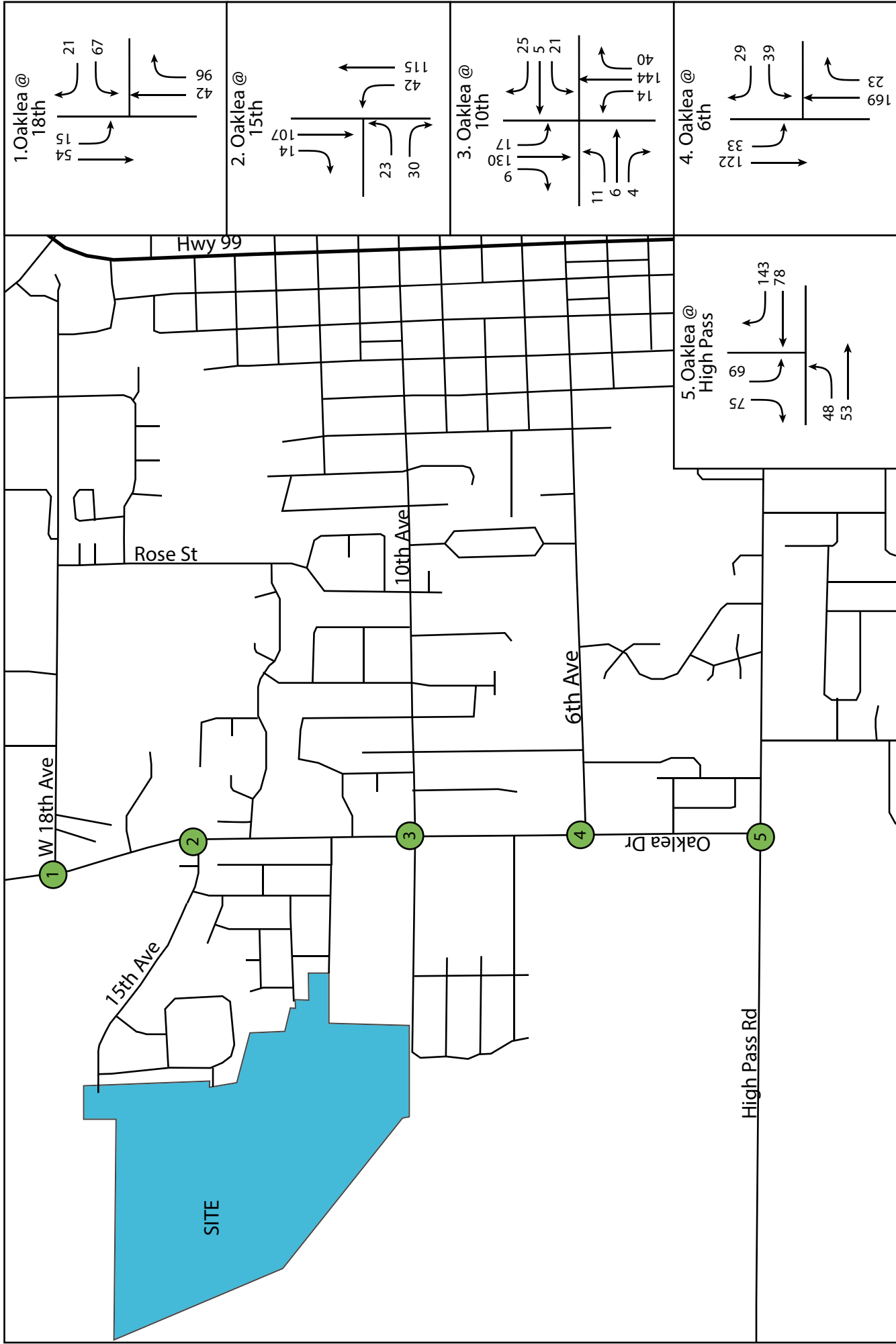


Figure 4: Year 2023 PM Background Traffic Volumes

The Reserve Phases 3-6, Junction City, OR

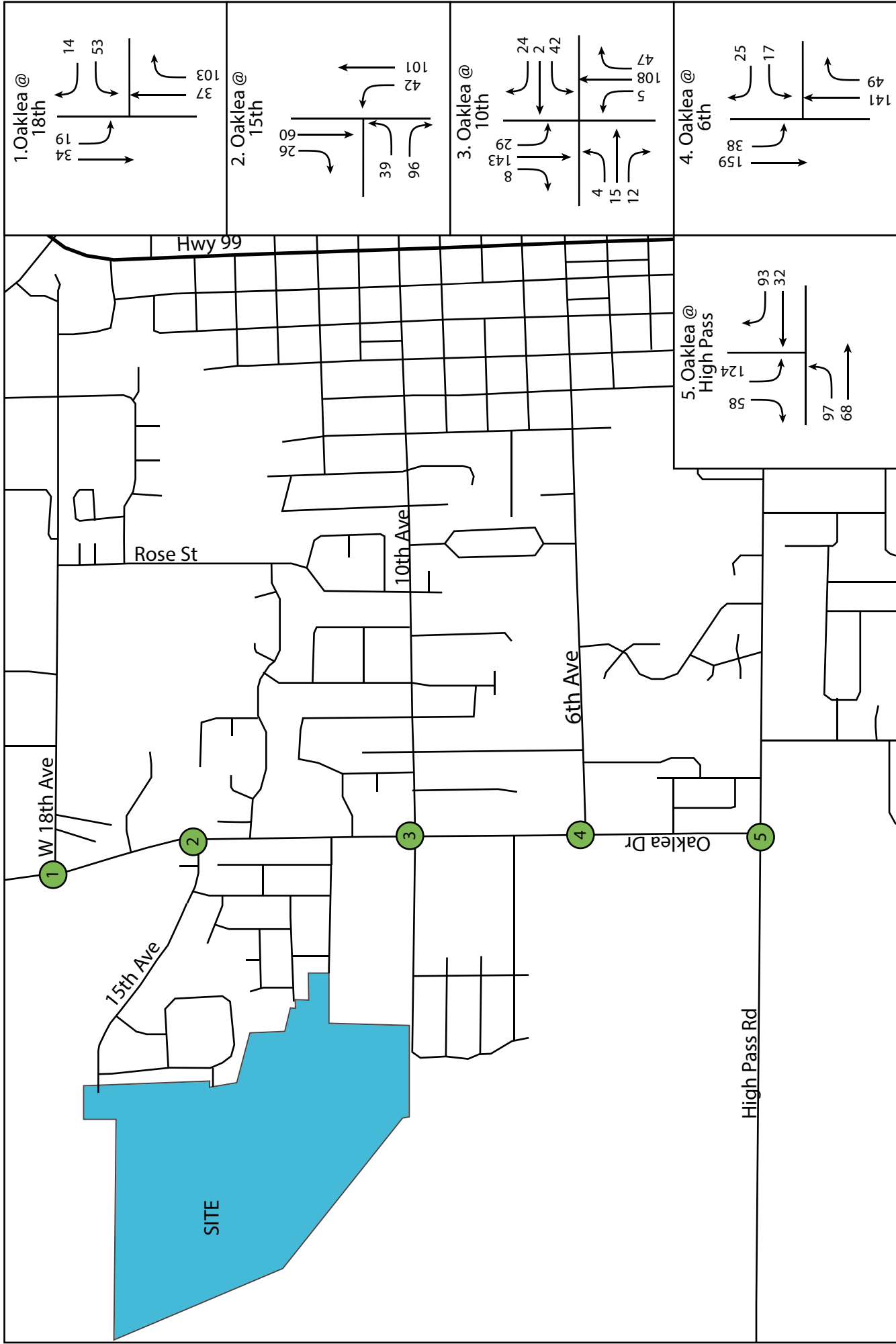


Figure 5: Year 2025 AM Background Traffic Volumes

The Reserve Phases 3-6, Junction City, OR

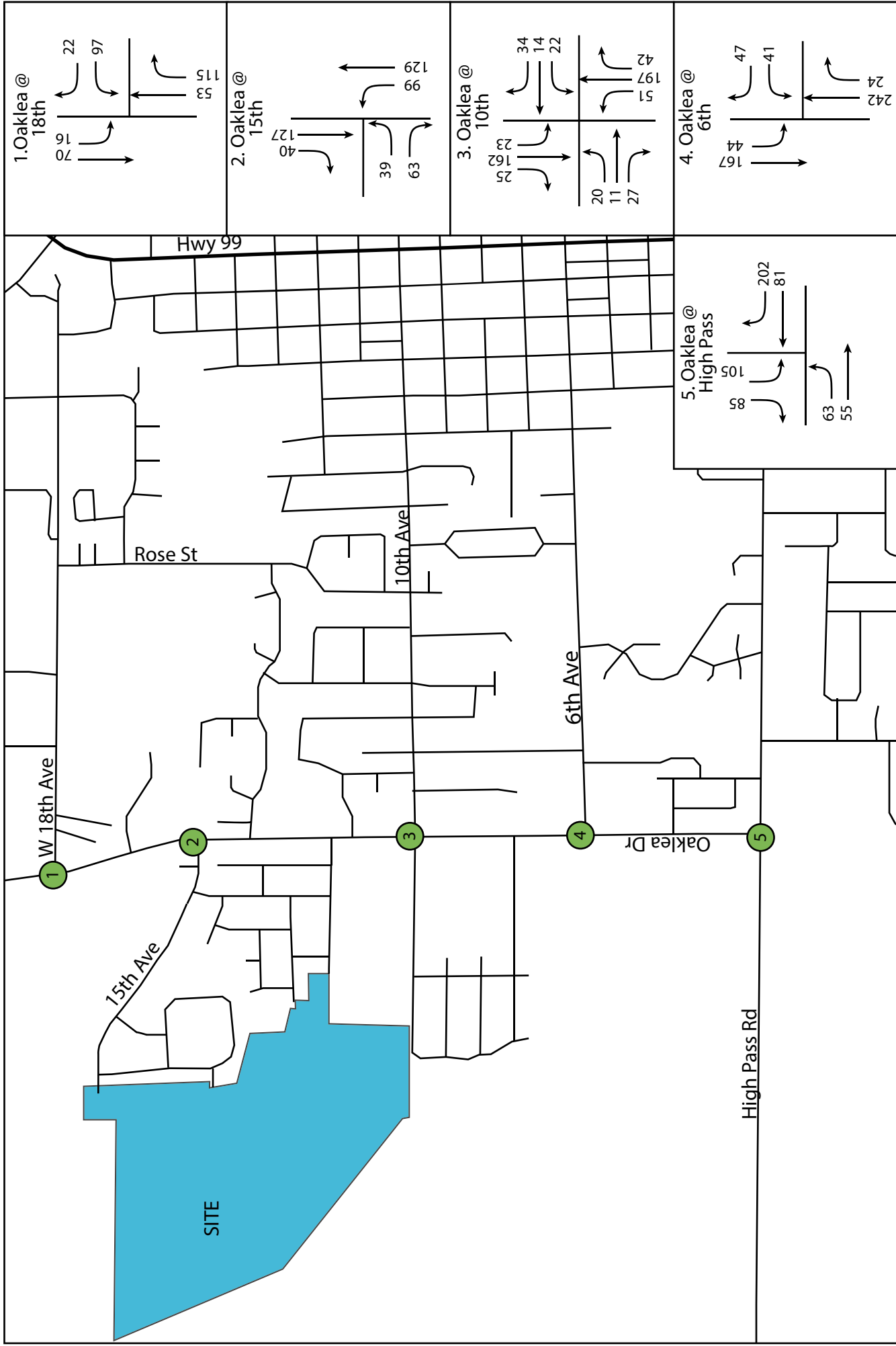


Figure 6: Year 2025 PM Background Traffic Volumes

The Reserve Phases 3-6, Junction City, OR

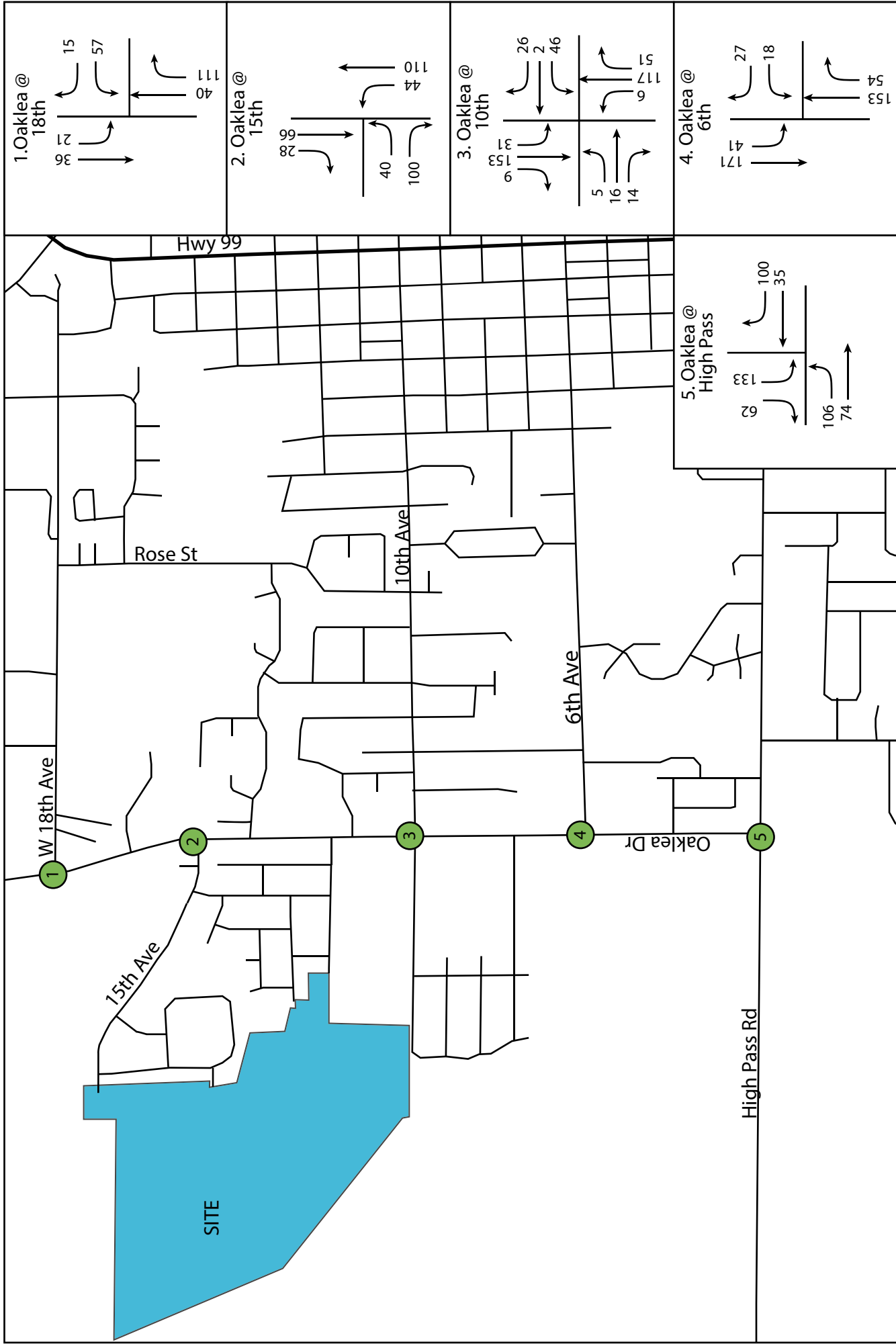


Figure 7: Year 2030 AM Background Traffic Volumes

The Reserve Phases 3-6, Junction City, OR

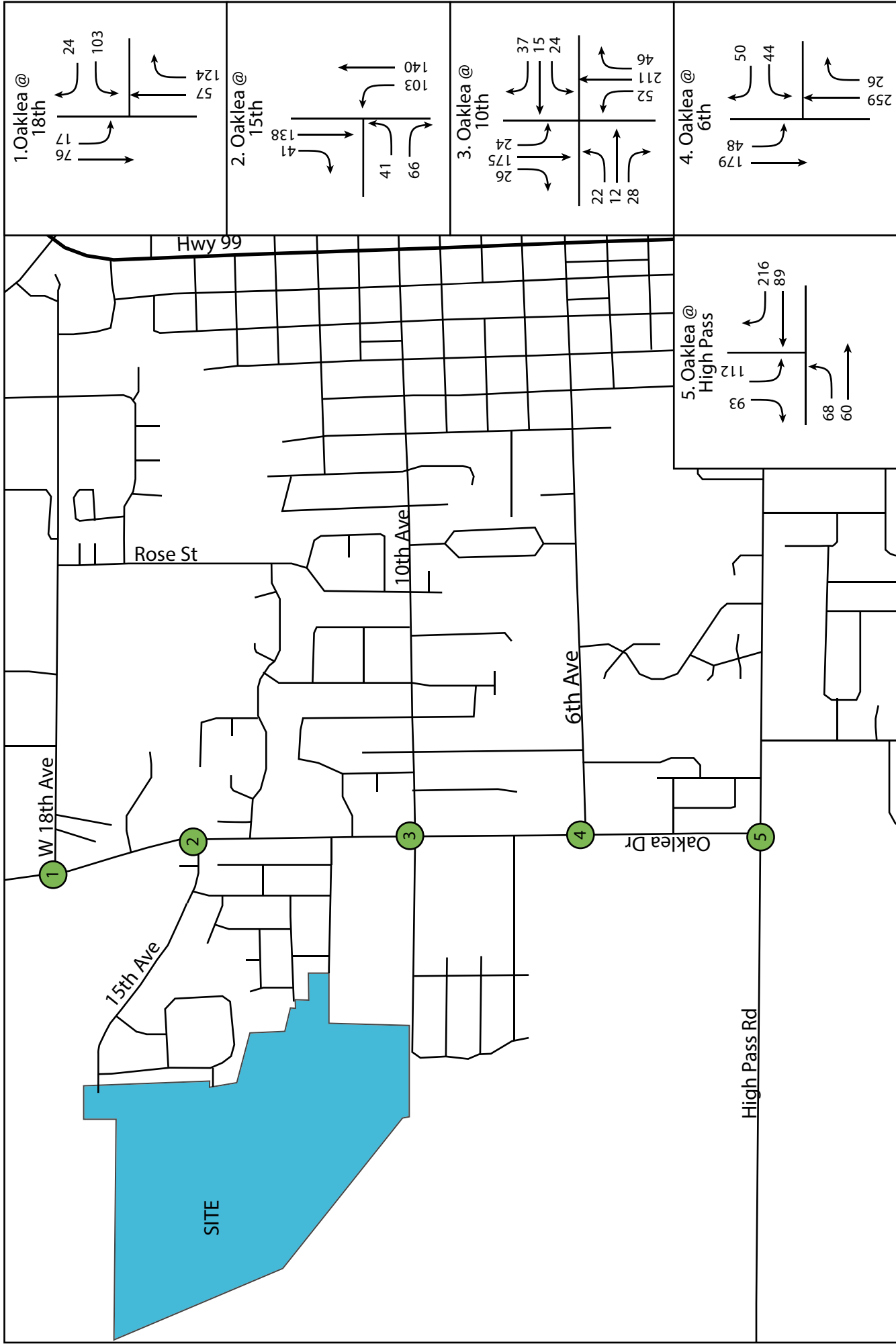


Figure 8: Year 2030 PM Background Traffic Volumes

The Reserve Phases 3-6, Junction City, OR

4.0 DEVELOPMENT TRAFFIC

4.1 TRIP GENERATION

The trip generation for the redevelopment was estimated using information contained within the ITE Trip Generation Manual 11th edition. The site trips are estimated using the data provided for Single Family Detached Housing (LUC 210). The site generated trips for the AM and PM peak hours are illustrated in Table 2.

TABLE 2: TRIP GENERATION

ITE Land Use	Size (DU)	Trip Generation					
		Rate	Trips	% In	% Out	Trips In	Trips Out
AM Peak Hour							
210 – Single Family Detached Housing	271	$\ln(T)=0.91\ln(x)+0.12$	185	25%	75%	46	139
PM Peak Hour							
210 – Single Family Detached Housing	271	$\ln(T) = 0.94 \ln(X) + 0.27$	254	63%	37%	160	94

*DU = Dwelling Units

The proposed redevelopment is expected to generate 185 trips during the AM peak hour and 254 trips during the PM peak hour.

4.2 TRIP DISTRIBUTION

The development trips were distributed through the study area network using the existing observed travel patterns as a base with modifications as per reasonable origins and destinations within the city. The trip distribution is as follows:

- 10% to/from the north via Oaklea Drive
- 15% to/from the east via W 18th Avenue
- 15% to/from the east via W 10th Avenue
- 15% to/from the east via W 6th Avenue
- 10% to/from the west via High Pass Road
- 35% to/from the east via W 1st Avenue

The development trips assigned to the existing street network are illustrated in Figures 9 and 10 for the AM and PM peak hours, respectively.

4.3 BUILD-OUT TRAFFIC VOLUMES

The proposed site trips were added to the year 2025 and 2030 background traffic volumes to represent the build condition. Figures 11 and 12 illustrate the year 2018 PM and AM peak hour traffic volumes, respectively. Figures 13 and 14 illustrate the year 2023 PM and AM peak hour traffic volumes, respectively.

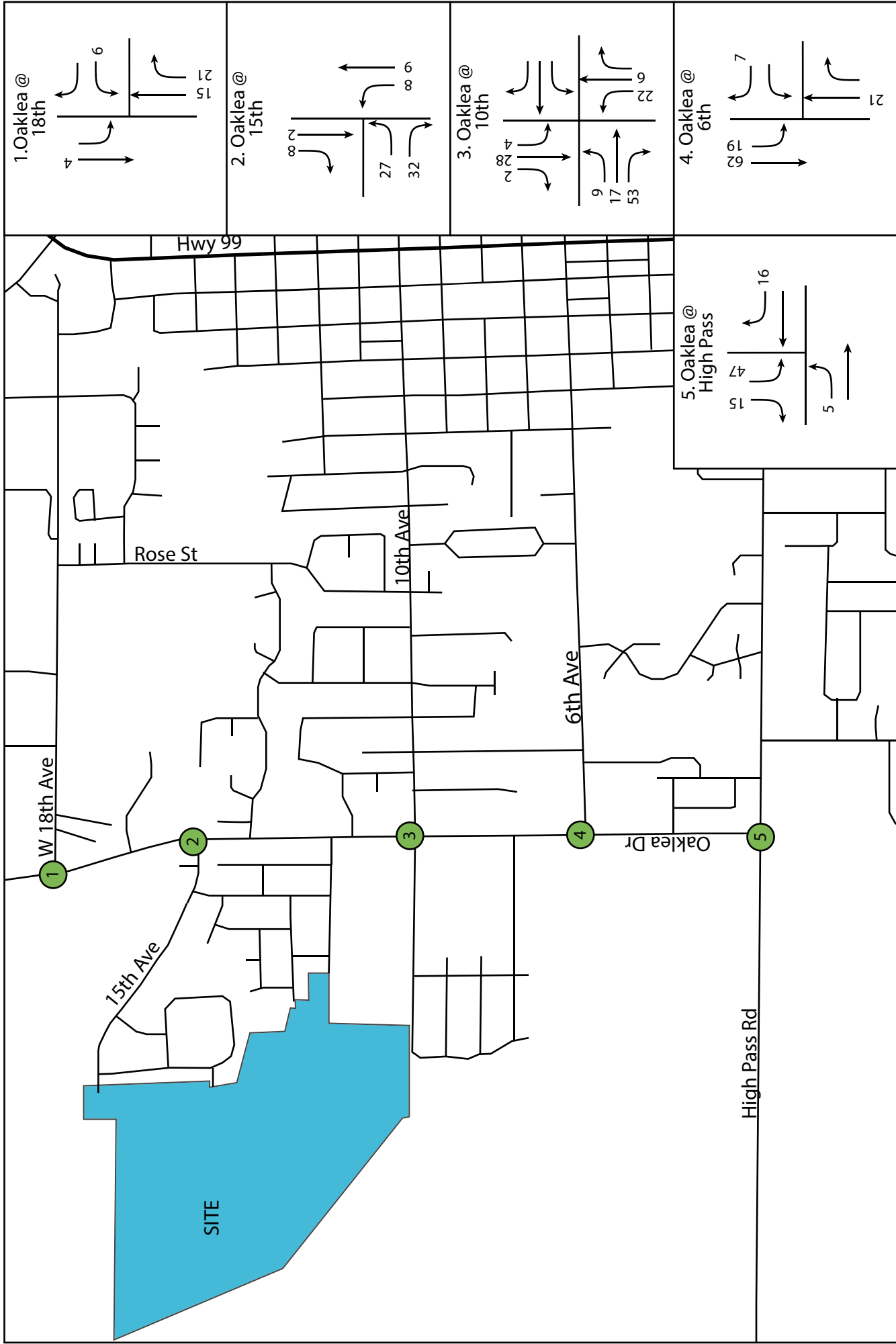


Figure 9: AM Development Trip Distribution

The Reserve Phases 3-6, Junction City, OR

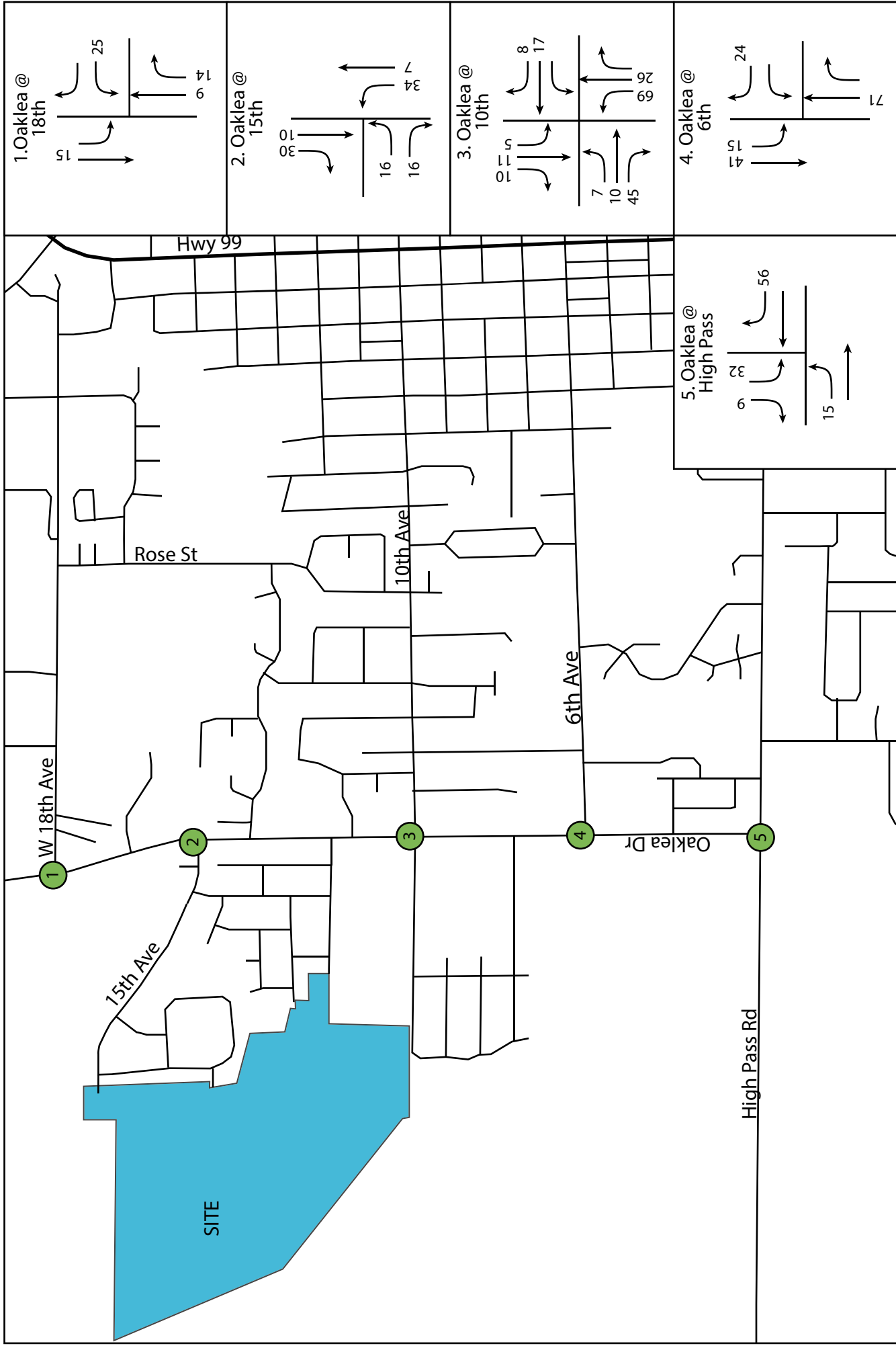


Figure 10: PM Development Trip Distribution

The Reserve Phases 3-6, Junction City, OR

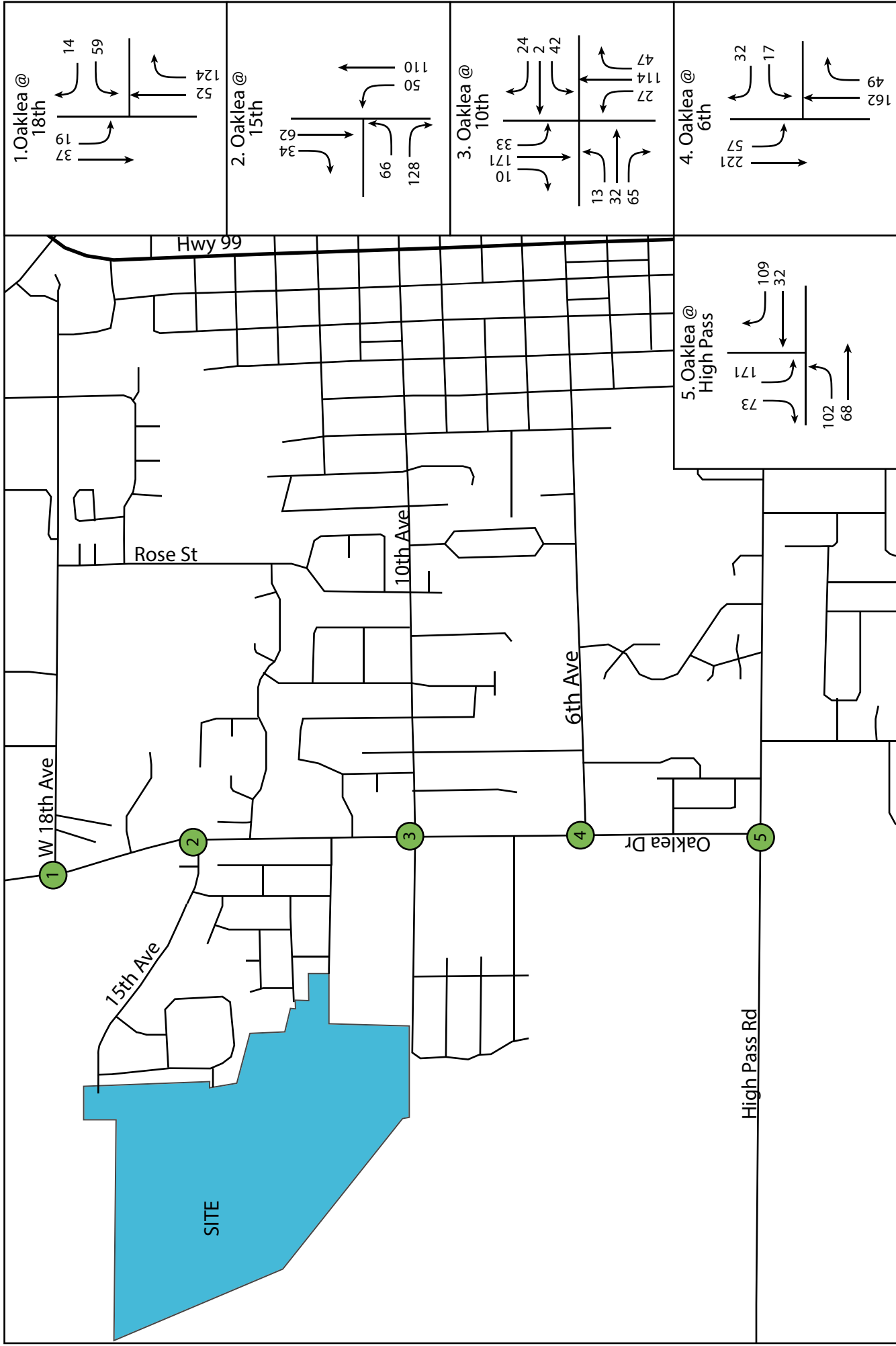
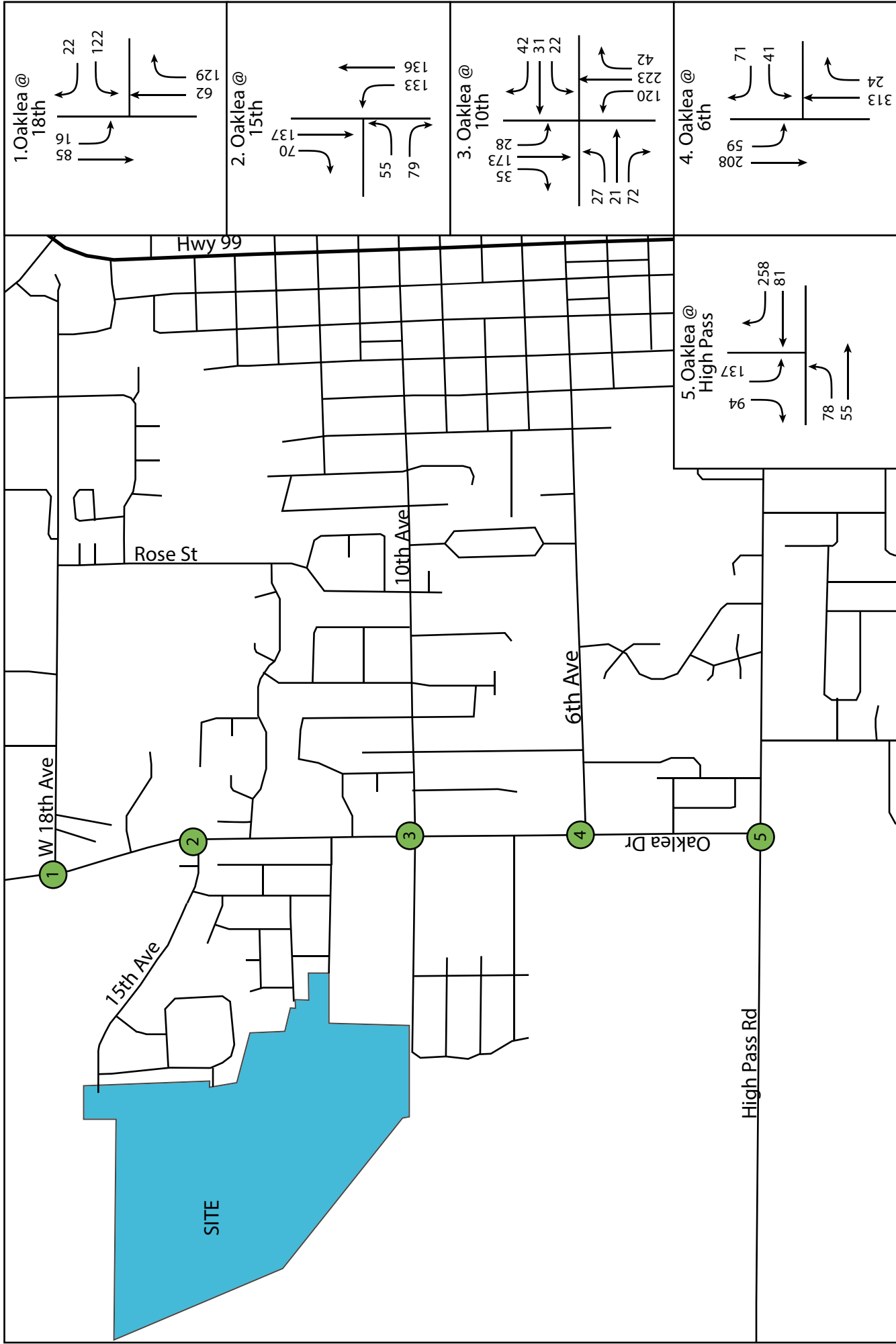


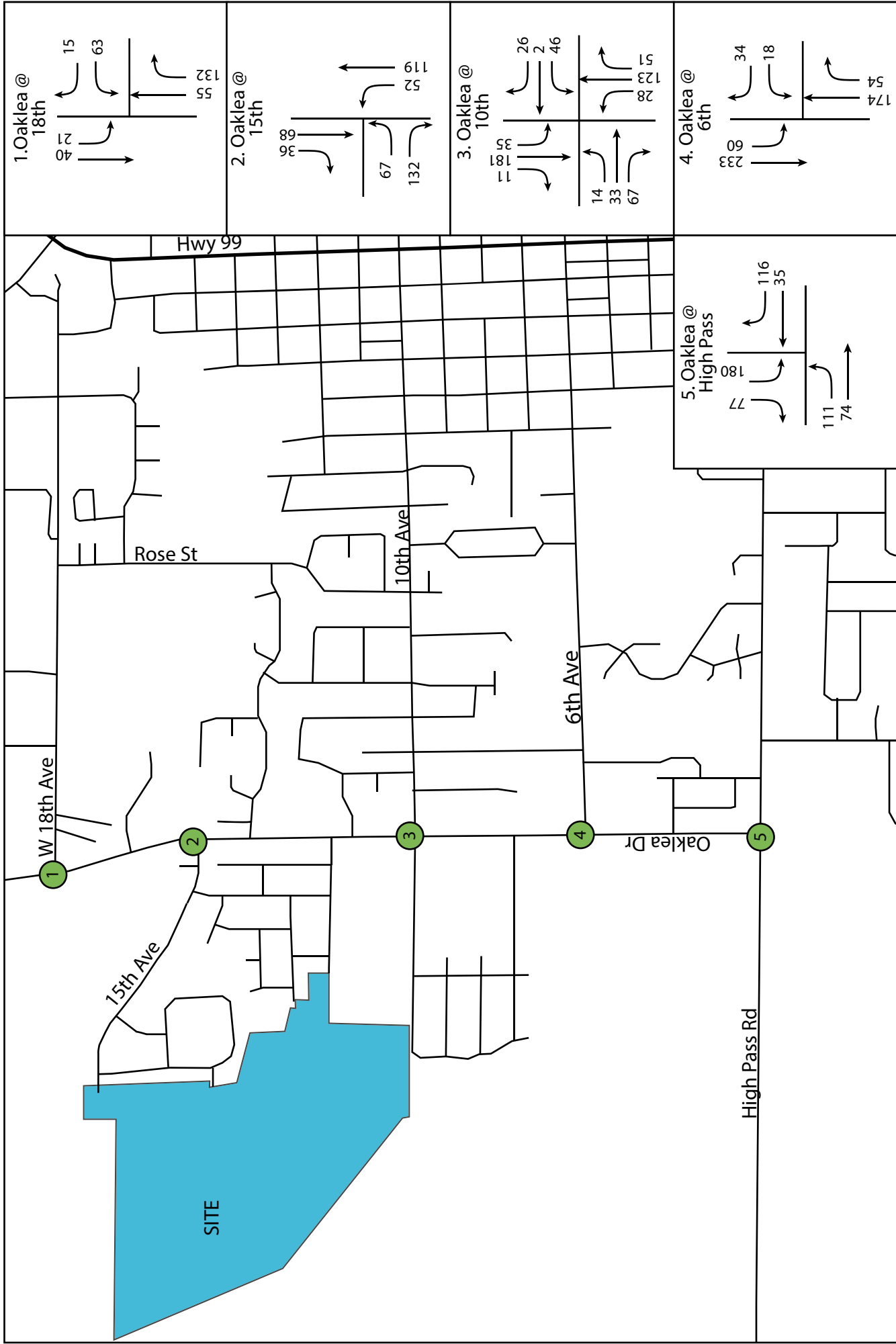
Figure 11: Year 2025 AM Traffic Volumes with Development

The Reserve Phases 3-6, Junction City, OR



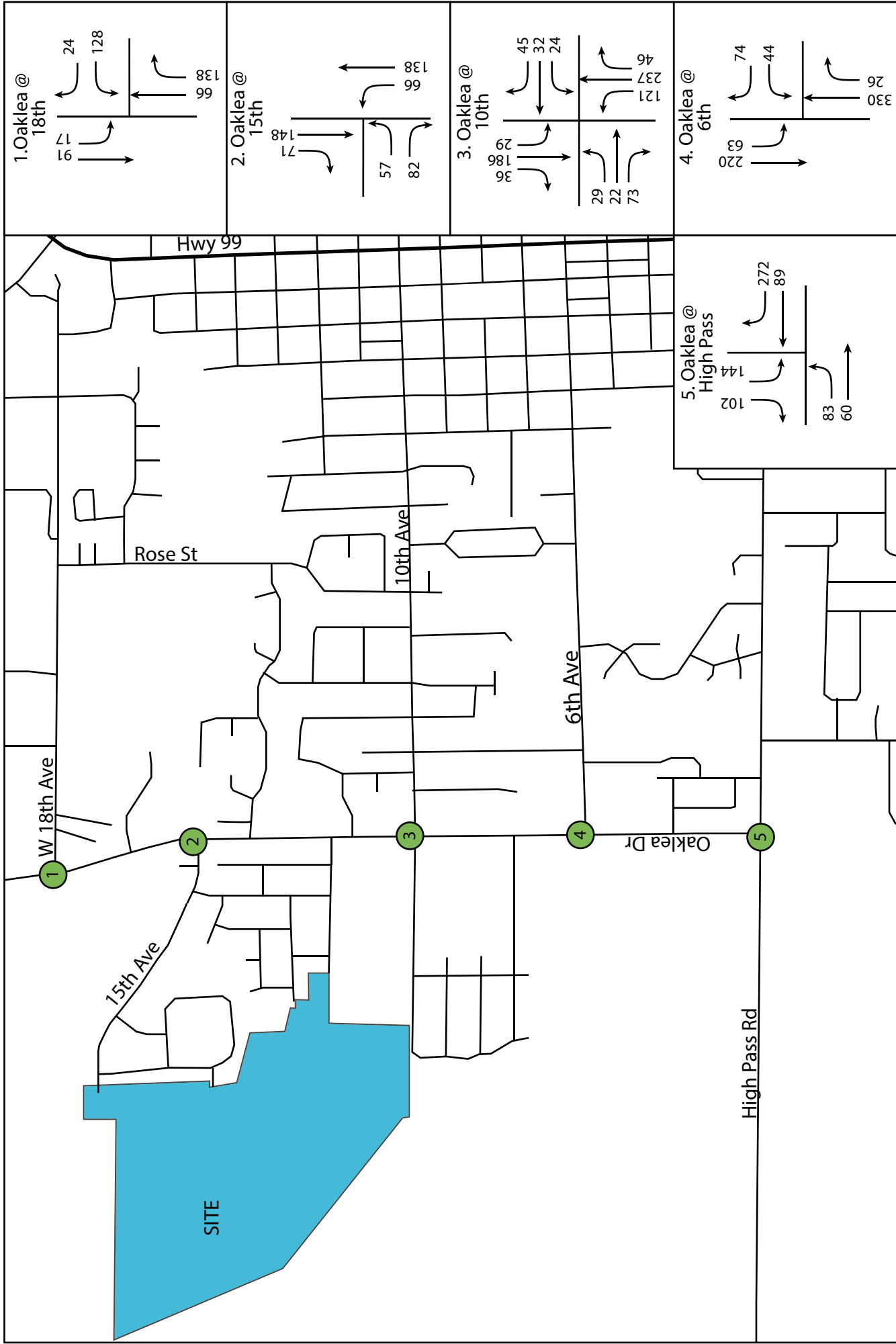
The Reserve Phases 3-6, Junction City, OR

Figure 12: Year 2025 PM Traffic Volumes with Development



The Reserve Phases 3-6, Junction City, OR

Figure 13: Year 2030 AM Traffic Volumes with Development



The Reserve Phases 3-6, Junction City, OR

Figure 14: Year 2030 PM Traffic Volumes with Development

5.0 INTERSECTION EVALUATION

5.1 PERFORMANCE MEASURES

Volume-to-capacity ratio describes the capability of an intersection to meet volume demand based on the maximum number of vehicles that could be served in an hour. Lane County has a v/c threshold of 0.95 for two-way stop-controlled intersections.

The secondary measure of performance for intersections in this analysis is based on the Highway Capacity Manual (HCM) defined level of service (LOS). LOS is a concept developed to quantify the degree of comfort (including such elements as travel time, number of stops, total amount of stopped delay, and impediments caused by other vehicles) afforded to drivers as they travel through an intersection or along a roadway segment. It was developed to quantify the quality of service of transportation facilities. Lane County has a LOS threshold of E for two-way stop-controlled intersections.

For this study, the level of service and volume to capacity intersection analysis was completed according to the Highway Capacity Manual (HCM) method implemented in SYNCHRO Version 10.

5.2 INTERSECTION ANALYSIS RESULTS

A performance analysis was conducted for the studied intersections for the year 2023, 2025, 2030 condition during the AM and PM peak hours. The results of the analysis are illustrated in Tables 3 and 4 for the AM and PM peak hours, respectively. The SYNCHRO outputs are provided in Appendix E.

TABLE 3: INTERSECTION PERFORMANCE: AM PEAK HOUR

Intersection	Mobility Standard V/C LOS	2023 Background	2025 Background	2025 Build	2030 Background	2030 Build
Oaklea Dr @ W 18 th Ave	0.95/E	0.10 A	0.10 B	0.12 B	0.11 B	0.13 B
Oaklea Dr @ W 15 th Ave	0.95/E	0.03 B	0.07 B	0.13 B	0.08 B	0.17 B
Oaklea Dr @ W 10 th Ave	0.95/E	0.12 B	0.15 B	0.24 C	0.17 B	0.26 C
Oaklea Dr @ W 6 th Ave	0.95/E	0.06 B	0.08 B	0.10 B	0.09 B	0.11 B
Oaklea Dr @ High Pass Rd/W 1 st Ave	0.95/E	0.26 B	0.35 B	0.49 C	0.40 B	0.54 C

*results for stop-controlled intersections are reported for the critical approach only.

TABLE 4: INTERSECTION PERFORMANCE: PM PEAK HOUR

Intersection	Mobility Standard V/C LOS	2023 Background	2025 Background	2025 Build	2030 Background	2030 Build
Oaklea Dr @ W 18th Ave	0.95/E	0.13 B	0.18 B	0.24 B	0.20 B	0.25 B
Oaklea Dr @ W 15th Ave	0.95/E	0.04 B	0.10 B	0.17 C	0.11 B	0.18 C
Oaklea Dr @ W 10th Ave	0.95/E	0.09 B	0.15 B	0.32 C	0.18 B	0.35 C
Oaklea Dr @ W 6th Ave	0.95/E	0.11 B	0.16 B	0.22 B	0.18 B	0.25 B
Oaklea Dr @ High Pass Rd/W 1st Ave	0.95/E	0.21 B	0.30 B	0.40 B	0.34 B	0.45 C

*results for stop-controlled intersections are reported for the critical approach only.

As illustrated in Tables 3 and 4, all studied intersections operate better than the mobility through the year 2030 with the development in place.

5.3 INTERSECTION QUEUING ANALYSIS RESULTS

A queuing analysis was performed following procedures within the Highway Capacity Manual and implemented within SimTraffic 10. SimTraffic, a microsimulation software, evaluates traffic operations as a network and provides queuing estimates. The Average and 95th Percentile queues for the AM and PM peak hours, with and without the proposed development scenario, are included in Tables 5 and 6, respectively. The outputs are included in Appendix F.

TABLE 5: INTERSECTION QUEUING: AM PEAK HOUR

Intersection			Available Storage (Feet)	2023 Background (Feet)		2025 Background (Feet)		2025 Build (Feet)		2030 Background (Feet)		2030 Build (Feet)	
				95 th	Average	95 th	Average	95 th	Average	95 th	Average	95 th	Average
Oaklea @ High Pass	EB	LT	1000+	50	25	50	25	50	25	50	25	50	25
	WB	TR	370	25	0	25	0	25	0	25	0	25	25
	SB	LR	600	50	50	75	50	75	50	75	50	100	50
Oaklea @ 18th	WB	LR	400	50	25	50	25	50	25	50	25	50	25
	NB	TR	1000+	0	0	25	0	0	0	0	0	25	0
	SB	LT	1000+	25	25	25	25	25	25	25	25	25	25
Oaklea @10th	EB	LTR	400	50	25	50	25	75	50	50	25	75	50
	WB	LTR	300	50	50	75	50	75	50	75	50	75	50
	NB	LTR	600	25	25	25	25	50	25	25	0	25	25
	SB	LTR	4001	25	25	25	25	25	25	25	25	25	25
Oaklea @ 6th	WB	LR	500	50	25	50	25	50	25	50	25	50	25
	NB	TR	600	0	0	0	0	25	0	0	0	25	0
	SB	LT	500	25	25	25	25	50	25	25	25	50	25
Oaklea @15th	EB	L	90	50	25	75	25	75	50	50	25	75	50
	EB	R	130	50	25	50	50	50	50	50	50	50	50
	NB	L	100	25	25	25	25	25	25	25	25	25	25

EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound, L = Left, T = Thru, R = Right

As illustrated in Table 5, the added development traffic is not anticipated to create any queuing or spillback issues in the build condition.

TABLE 6: INTERSECTION QUEUING: PM PEAK HOUR

Intersection			Available Storage (Feet)	2023 Background (Feet)		2025 Background (Feet)		2025 Build (Feet)		2030 Background (Feet)		2030 Build (Feet)	
				95 th	Average	95 th	Average	95 th	Average	95 th	Average	95 th	Average
Oaklea @ High Pass	EB	LT	1000+	50	25	50	25	50	25	50	25	75	25
	WB	TR	370	25	0	25	25	25	25	25	25	25	25
	SB	LR	600	75	50	75	50	100	50	75	50	100	50
Oaklea @ 18th	WB	LR	400	50	25	50	25	50	25	50	25	50	50
	NB	TR	1000+	0	0	0	0	25	0	25	0	0	0
	SB	LT	1000+	25	25	25	25	25	25	25	25	25	25
Oaklea @10th	EB	LTR	400	50	25	50	25	75	50	50	25	75	50
	WB	LTR	300	50	25	75	50	75	50	75	50	75	50
	NB	LTR	600	25	25	50	25	75	25	50	25	50	25
	SB	LTR	4001	25	25	25	25	50	25	25	25	50	25
Oaklea @ 6th	WB	LR	500	50	25	50	25	75	50	50	50	75	50
	NB	TR	600	0	0	0	0	0	0	25	0	25	0
	SB	LT	500	25	25	50	25	50	25	50	25	50	25
Oaklea @15th	EB	L	90	50	25	75	25	75	25	75	25	75	50
	EB	R	130	50	25	50	50	50	50	50	50	50	50
	NB	L	100	25	25	50	25	75	25	50	25	75	25
	SB	TR	450	0	0	25	0	25	0	25	0	25	0

EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound, L = Left, T = Thru, R = Right

As illustrated in Table 6, the added development traffic is not anticipated to create any queuing or spillback issues in the build condition.

6.0 TURN LANE EVALUATION

The following provides an evaluation of the adequacy of the existing turn lane at the intersections of Oaklea Drive at 15th Ave and the need for turn lanes at the intersection of Oaklea Drive at 10th Ave. The turn lane evaluation considers the available queue lengths at the existing turn pockets and the need for additional turn pockets/lanes.

Oaklea at 15th Ave: Oaklea Drive between 15th Ave and 13th Avenue was recently reconstructed to add a two-way left turn lane with demarcated left turn pockets at 15th Ave and 13th Avenue. The year 2030 queuing evaluation demonstrates that with the completion of The Reserve phases 2-6, the northbound left turn queue is an average of 25 feet with a 95th percentile queue of 75 feet. There is approximately 130 feet between the storage for the northbound left turn and the storage for the southbound left turn at 13th Ave. The queueing at 15th will not block the available storage for the queuing at 13th Ave. There are no modifications needed for the left turn pocket.

Oaklea at 10th Avenue: The evaluation at this intersection is to determine that need for turn pockets. The turn lane evaluation follows the ODOT Analysis Procedures Manual as per the following:

- Review of traffic volumes on the main line and turning volumes
- Evaluation of existing crash patterns
- Evaluation of safety considerations balancing the bike and pedestrian safety.

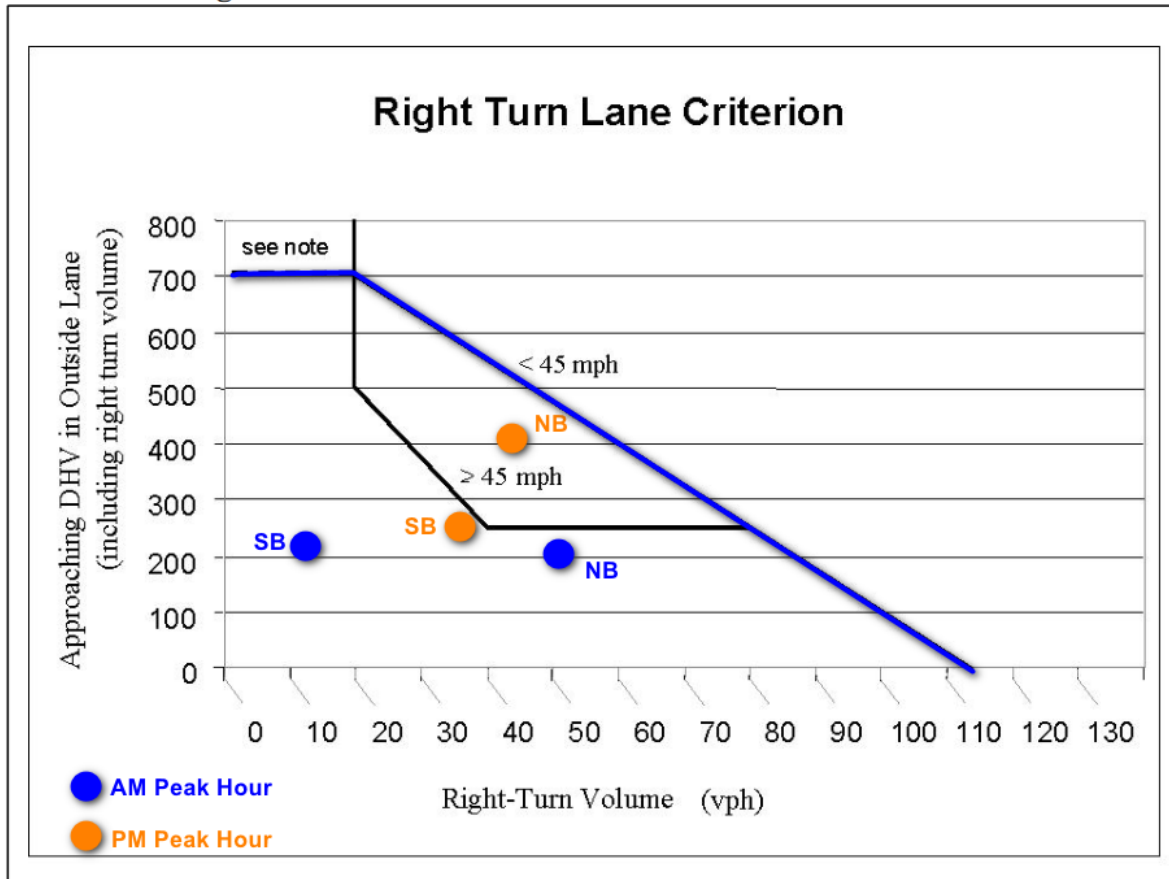
Table 7 below, provides the turning and mainline volumes at this intersection for the year 2030 with Phases 3-6 completed. These volumes are used with the APM graphs for the left and right turn warrants. The graphs are below.

TABLE 7: OAKLEA AT 10TH TURN WARRANT VOLUMES

Intersection	Turn Volume	Advancing Volume	Opposing Volume	Warrant Met
AM Peak Hour				
Northbound Left	28	202	191	Yes
Southbound Left	35	226	174	Yes
Northbound Right	51	202	N/A ¹	No
Southbound Right	11	226	N/A ¹	No
PM Peak Hour				
Northbound Left	121	404	222	Yes
Southbound Left	29	252	283	Yes
Northbound Right	46	404	N/A ¹	No
Southbound Right	36	252	N/A ¹	No

1: the right turn warrants do not consider the opposing volumes

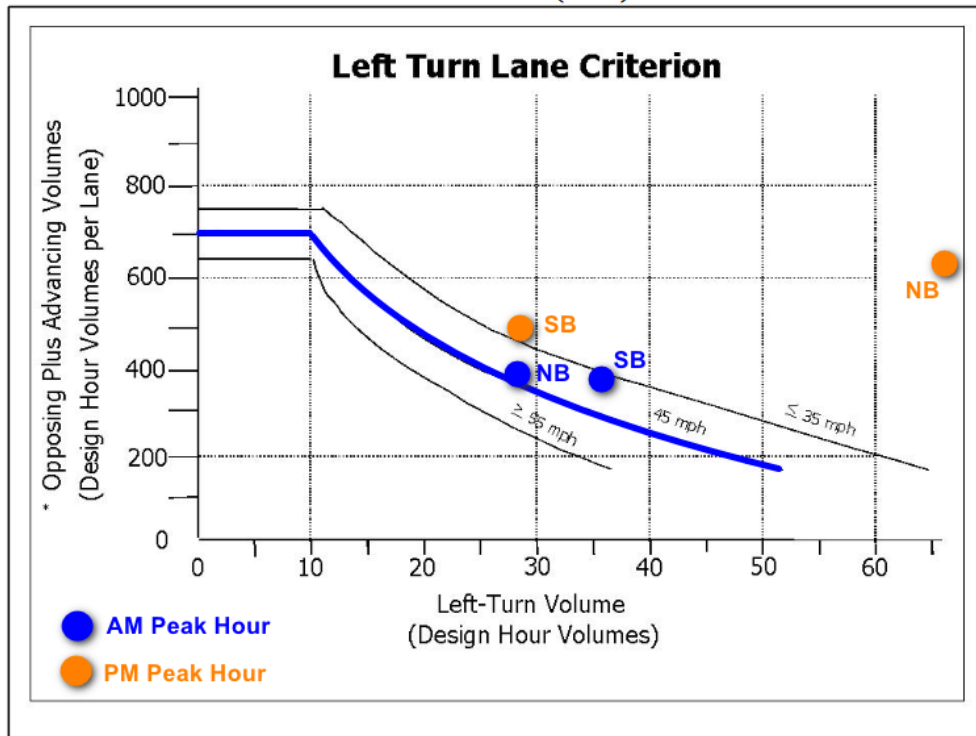
Exhibit 12-2 Right Turn Lane Criterion



Note: If there is no right turn lane, a shoulder needs to be provided. If this intersection is in a rural area and is a connection to a public street, a right turn lane is needed.

The posted roadway speed is 45 MPH. Therefore, the traffic volumes are considered at the 45-mph line highlighted on the graph. The warrant is met if the volumes are on the right side of the line. The volumes at the year 2030 do not meet the warrants with the development in place for the AM and PM peak hours.

Exhibit 12-1 Left Turn Lane Criterion (TTI)



*(Advancing Volume/Number of Advancing Through Lanes) + (Opposing Volume/Number of Opposing Through Lanes)
Opposing left turns are not counted as opposing volumes

The left turn warrants are met for the AM and PM peak hour for the year 2030 volumes in the background conditions and with the development in place. The right turn lanes are warranted with the Rolling Meadows PUD. Rolling Meadows PUD will be constructing the street frontage improvements between 10th and 6th Streets and therefore, the left turn will be constructed at that time. There is no further action by The Reserve Phases 3-6 for this left turn.

7.0 WALKING AND BIKING PATHS

The existing and future pedestrian pathways to major attractors within walking distance (1-mile) in the community was evaluated for safe pedestrian pathways from The Reserve Phases 3-6. Figure 15 provides an illustration of the routes to the major attractors. The major attractors within walking distance are:

- Junction City High School
- Oaklea Middle School
- Laurel Middle School

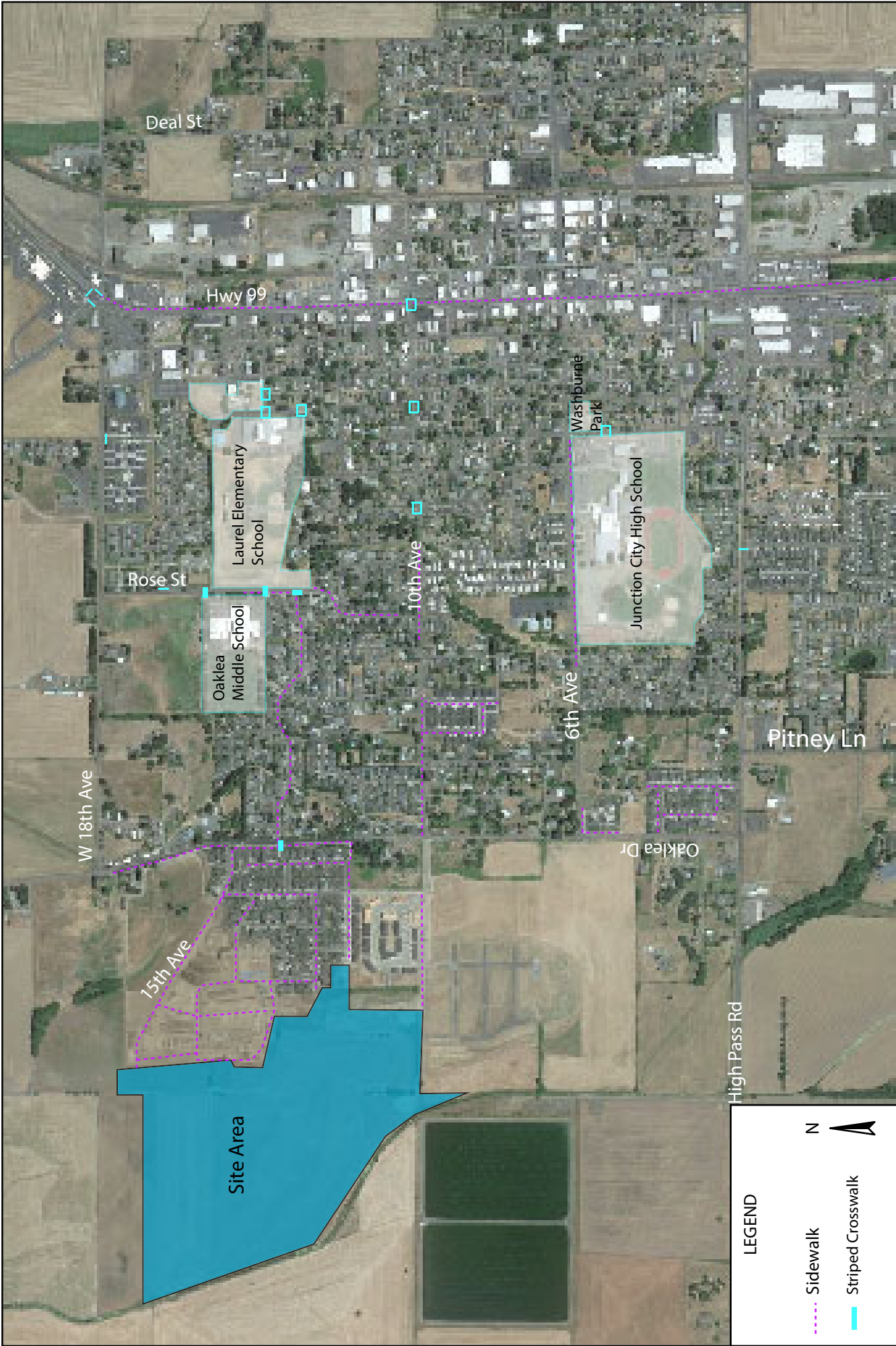
All phases of The Reserve Master Plan have internal sidewalks and pedestrian pathways. The Reserve frontage along Oaklea Dr has been updated to include sidewalks and bike lanes along

the west side. There are 2 pedestrian pathways connecting the site to the Oaklea Dr frontage: one aligning with 13th Avenue and one just north of 11th Avenue. There is a striped and signed pedestrian crossing across Oaklea Dr at the south side of 13th Avenue aligning with the pedestrian pathway into The Reserve. 13th Avenue is a direct connector route to Rose Street and Oaklea Middle School and Laurel Elementary School.


Sidewalks are provided on Oaklea Drive north of The Reserve along the Junction City park frontage to the City's Urban Growth Boundary (UGB). There are adequate pedestrian facilities to the park.

There are no sidewalks along Oaklea Drive south of The Reserve frontage. These sections of street will be improved with the forthcoming development proposals. As these developments are constructed the sidewalks will be expanded to the south.

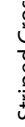
There are no additional pedestrian improvements recommended with this development.



LEGEND

N 

 Sidewalk

 Striped Crosswalk

The Reserve Phase 3-6, Junction City, OR

Figure 15: Existing Pedestrian Pathways

8.0 ROADWAY FRONTAGE IMPROVEMENTS

All roadway frontage improvements associated with The Reserve PUD have been completed with Phases 1 and 2. There are no further frontage improvements required for Phase 3. All Oaklea Drive frontage improvements to the south of the site will be constructed with the future developments that are along the Oaklea Frontage (Rolling Meadows, etc.). With these future developments all roadway frontage improvements will be constructed between 15th Ave and the City's UGB (just south of 6th Ave).

9.0 ROADWAY SPEED

Oaklea Drive is posted at 45 mph. Residential development along Oaklea Drive is changing the character of travel along this roadway increasing the usage by vehicles, bikes, pedestrians, school buses, etc. During field investigation, Sandow Engineering noted that the posted speed of 45 mph has a fee of too fast for the roadway conditions and a significant number of vehicles are traveling at a more comfortable speed of 35 mph. Sandow Engineering recommends that the speed be reduced to 35 mph so that is better aligns with the anticipated speed on an urban arterial roadway rather than a rural roadway.

10.0 CONCLUSION

This report describes the Traffic Impact Analysis and findings prepared for the proposed development of Phases 3-6 of Oaklea Drive in Junction City, Oregon. This phase is proposing 271 single-family homes.

The analysis evaluates the operation of the site entrance and adjacent intersections. The following findings and recommendations are based on the information and analysis contained within this report.

FINDINGS

The analysis concludes the following findings:

- The studied intersections will operate better than the mobility standards though the year 2030 during the AM and PM peak hours with the addition of development traffic
- The addition of development trips does not create queuing issues, blocking, or spillback at any of the studied intersections.
- Oaklea Drive street frontage improvements for The Reserve PUD have been completed as part of Phase 2 of the development. No further street frontage improvements are necessary.
- The existing pedestrian improvements along the Oaklea Drive frontage are sufficient for safe pedestrian usage.
- The Oaklea Drive frontage improvements to the south of The Reserve PUD frontage will continue to be constructed as the future developments are constructed.

- Sandow Engineering recommends that the posted speed be lowered from 45 mph to 35 mph to better align with the typical speeds found on urban arterials and to improve safety for all users on Oaklea.

Reserve Phase
3-6

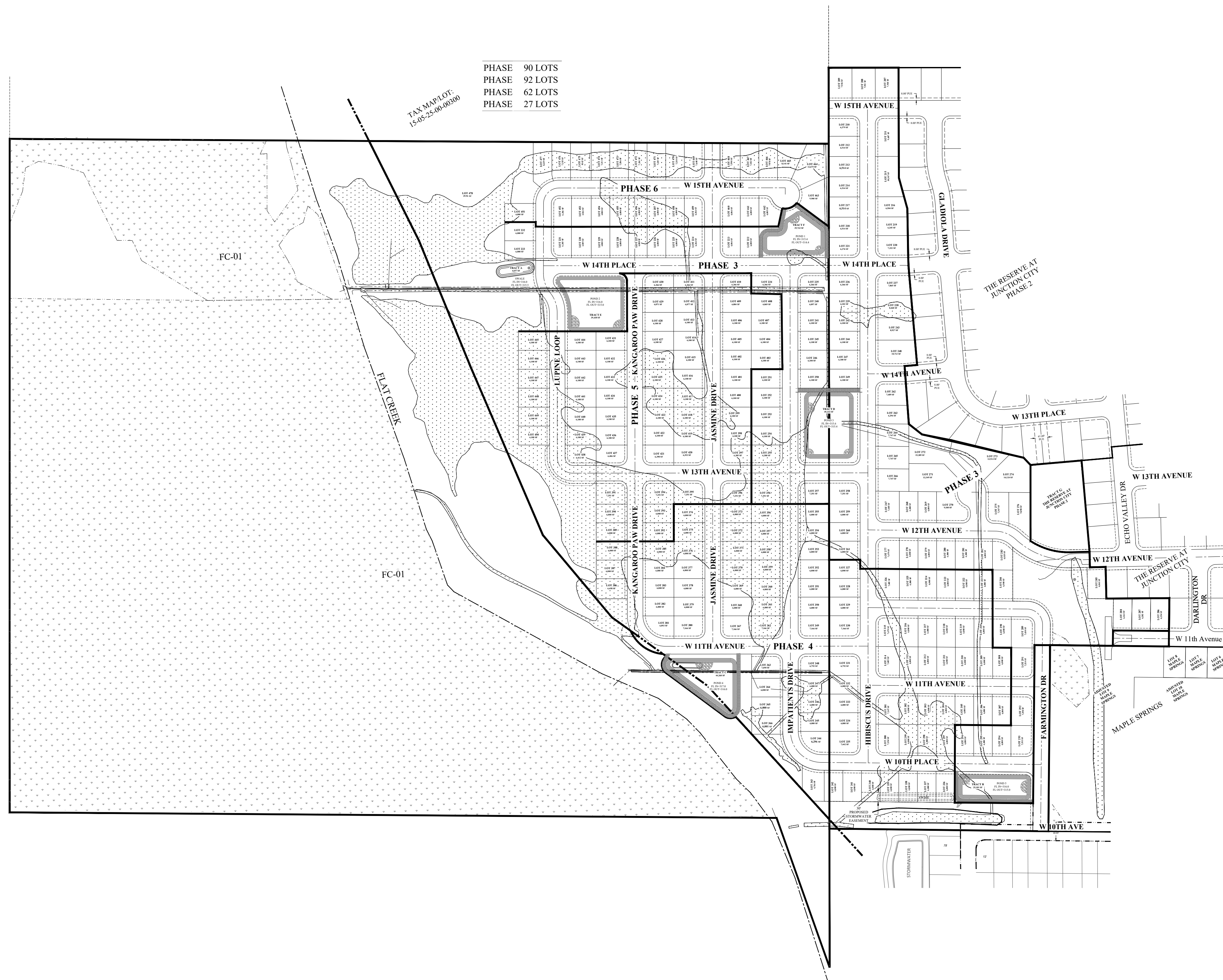
TENTATIVE SUBDIVISION PLAN- PROPOSED LAYOUT

THE RESERVE AT JUNCTION CITY PHASE 3

NW 1/4 SECTION 31, TOWNSHIP 15 SOUTH, RANGE 4 WEST AND
NE 1/4 SECTION 36, TOWNSHIP 15 SOUTH, RANGE 5 WEST, W.M.

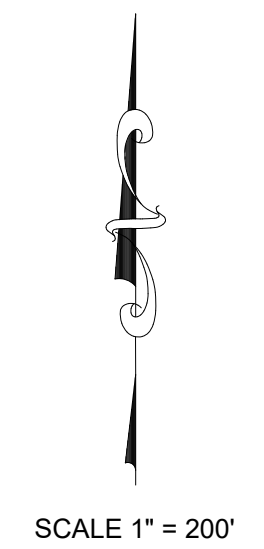
JUNCTION CITY, LANE COUNTY, OREGON

Date Prepared: NOVEMBER 18, 2022



PHASE 90 LOTS
PHASE 92 LOTS
PHASE 62 LOTS
PHASE 27 LOTS

TAX MAP LOT:
15-05-25-00-00300



SCALE 1" = 200'

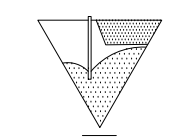
LEGEND

 EXISTING WETLAND

TOTAL SITE IMPACTED WETLANDS:
13.41 AC (584,241.53 SF)

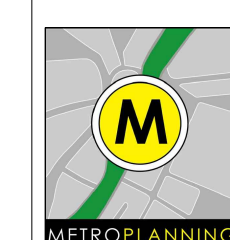
TOTAL SITE NOT-IMPACTED WETLANDS:
75.96 AC (3,308,950.51 SF)

PLANNING NUMBER:
ASSESSORS MAP: 15-05-25-00 TAX LOT: 00300

 **EGR & Associates, Inc.**
Engineers, Geologists, and Surveyors

2535B Prairie Road
Eugene, Oregon 97402

(541) 688-8322
Fax (541) 688-8087



METRO PLANNING, INC
846 A STREET
SPRINGFIELD, OR. 97477
541-302-9830
JOB NO. 20-052

Prepared By: GTX

Reserve Phases
3-6

DATE: January 10, 2023

TO: Shashi Bajracharya
 Lane County

FROM: Kelly Sandow PE
 Sandow Engineering

RE: The Reserve Phase 3-6 Traffic Impact Analysis Scope of Work

Sandow Engineering has prepared this Scoping Letter for a Traffic Impact Analysis associated with the proposed Phases 3-6 of The Reserve located off Oaklea Drive in Junction City, Oregon. The proposed development is within Tax Lot 900 of Assessor’s Map 15-04-31-22 and will include approximately 271 single-family homes. The development is anticipated to be completed in the year 2026. The following describes the preliminary traffic estimates and proposed work scope for this project.

In general, the TIA for this phase follows the study of the full development performed by Lancaster Engineering dated November 2007 in that the AM and PM time periods will be analyzed, and the distribution of traffic closely follows the 2007 study.

TRIP GENERATION

Trips to the site are estimated using the data contained within the 11th edition of the ITE Trip Generation Manuals. The most closely matched land use is 210-Single Family Detached Housing. The estimated development trips are provided in Table 1.

TABLE 1: DEVELOPMENT TRIPS

ITE Land Use	Size (Dwelling Units)	Trip Generation					Trips In	Trips Out
		Rate	Trips	% In	% Out			
Weekday AM								
210 – Single-Family Detached Housing	271	$\text{Ln}(T) = 0.91 \text{Ln}(X) + 0.12$	185	25%	75%	46	139	
Weekday PM								
210 – Single-Family Detached Housing	271	$\text{Ln}(T) = 0.94 \text{Ln}(X) + 0.27$	254	63%	37%	160	94	
Weekday ADT								
210 – Single-Family Detached Housing	271	$\text{Ln}(T) = 0.92 \text{Ln}(X) + 2.68$	2525	50%	50%	1262	1262	

As illustrated, during the PM peak hour, the development is expected to generate more than 100 vehicle trips. This falls under LC 15.697 Traffic Impact Analysis Requirements and triggers the need

From: Kelly Sandow
RE: The Reserve Phase 3-5 TIA SOW
Date: 1.10.23
Page 3

for a traffic study. Additionally, the development generates over 400 Average Daily Trips (ADT), which falls under Junction City Code 17.160.050 H and triggers the need for a traffic study.

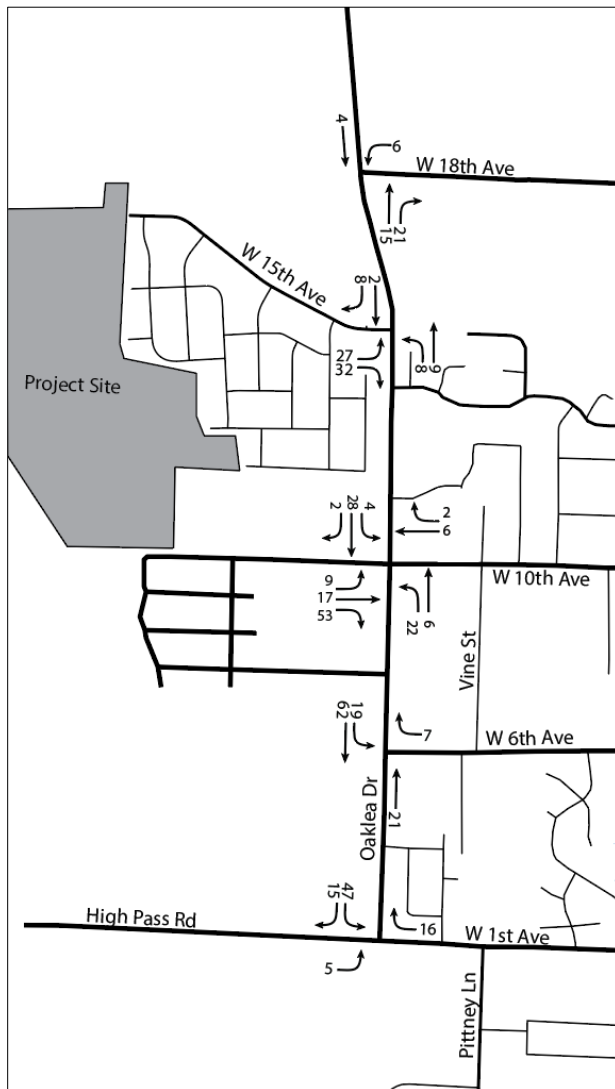
TRIP DISTRIBUTION

The preliminary trip distribution is as follows for both the AM and PM peak hours:

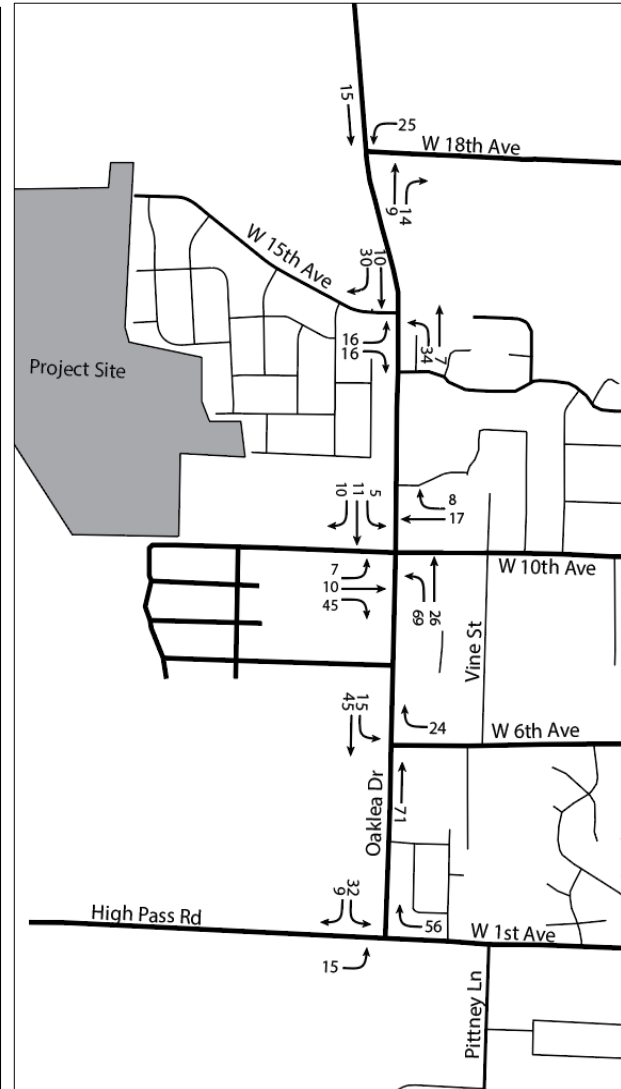
- 10% to/from the north via Oaklea Drive
- 15% to/from the east via W 18th Avenue
- 15% to/from the east via W 10th Avenue
- 15 % to/from the east via W 6th Avenue
- 10% to/from the west via High Pass Road
- 35% to/from the east via W 1st Avenue/
High Pass Road

The preliminary trip distribution was estimated starting with the trip distribution used in the 2007 TIA completed for the site, with adjustments made as per engineering judgment. The trip distribution will be further refined once traffic volumes have been evaluated. The figures below illustrate the distribution of primary trips during the AM and PM peak hours.

AM Peak Hour Trip Distribution



PM Peak Hour Trip Distribution



Based on the above information, Sandow Engineering proposes the following Scope of Work for this project:

Time Periods:

- Weekday PM Peak hour occurring between 4:00-6:00 PM
- Weekday AM Peak hour occurring between 7:00-9:00 AM

Intersections to be studied include:

- Oaklea Drive at W 18th Avenue
- Oaklea Drive at W 15th Avenue
- Oaklea Drive at W 10th Avenue
- Oaklea Drive at W 6th Avenue

From: Kelly Sandow
RE: The Reserve Phase 3-5 TIA SOW
Date: 1.10.23
Page 3

- Oaklea Drive at High Pass Road/W 1st Avenue

Years Studied:

- Existing Conditions – Year 2022
- Build Out – Year 2026
- 5-year Future – Year 2031

Please feel free to contact me if you would like to discuss this scoping letter further or if you need any additional information.



Lane County Public Works Department

Engineering & Construction Services Division

January 11, 2023

TO: Kelly Sandow PE, Sandow Engineering
FROM: Shashi Bajracharya, Lane County, Traffic Operations
RE: Scope for The Reserve TIA update Oaklea Dr

Thank you for requesting a scope of traffic impact analysis (TIA) for the Reserve at Junction City Development project identified on the Tax Map as 15-04-31-22 Lot 10900 within the Urban Growth Boundary (UGB) of the City of Junction City. The westerly side of the Reserve site is proposed for a 271-single-family residential homes that take access from Oaklea Dr, a County Road functionally classified as an Urban Major Collector Rd in the Lane County Transportation System Plan. Lane County's TIA requirements are in Lane Code Chapter 15 and Lane Manual Chapter 15.

Lane County Transportation Planning (TP) generally concurs with the proposed TIA outline, specifically the use of trip generation code, intersections of study, and the peak hours of study period. Additional requirements are included below. TP requests a TIA report that includes the following information and analyses.

The Reserve Development Phases

Describe the Reserve Master Plan in general and its development status. Discuss any outstanding conditions of approvals of Phase I and II.

Discuss planned phases, trip generations by phase and their completion timeline.

Area conditions

Identify and include general descriptions of the project area

- Oaklea Dr Existing Roadway conditions, improvements completed under Phases I and II
- Area of significant traffic impact, school routes, park facilities
- Existing traffic conditions,
- Anticipated future development
- Traffic volumes and conditions, including bike and ped users
- ADA improvement status

Trip Generation

Concur with proposed Land Use Code 210 of the Trip Generation Manual 11th Edition.

Trip Distribution

Trip distribution should be supported by a Transportation System model output. If a model is not available, TP will accept trip distributions used in the 2007 TIA. Provide supporting justifications and data if proposed trip distribution assumptions are to be used.

Background Trip Development

Transportation Planning

Include pipeline projects in the area including the Rolling Meadows PUD and adjacent Hayden Homes development phases south of 10th Avenue. Use the growth factor used in the 2007 TIA study.

Study Intersections

Concur with the proposed roadway intersections.

Study Time Horizon

Concur with proposed study time horizons.

Traffic Volume Development

The Design Hour volume will be developed from spot counts as per specifications in the ODOT Analysis Procedures Manual v.2 (APM).

Bike Ped Connectivity

Discuss mode choices available for existing and future residents and estimate bike and ped volume based on the mode choice analysis. The TIA will study connectivity from the development site to nearby parks and school facilities (Oaklea Middle and Elementary Schools) within walking and biking distance and identify any gaps for providing safe access. It will also review pedestrian crossing needs as part of the connectivity analysis. The connectivity analysis will use the Lane Code Road standards and frontage development standards for reference.

Traffic Safety Analysis

Identify trending crash pattern at the study intersections evaluating last 3-5 years of historic crash data.

LC is aware of pedestrian safety concerns/complaints at the intersection of Oaklea Dr/ High Pass Rd and Oaklea/18th Ave. Evaluate and identify potential pedestrian-vehicular conflicts at these locations with projected ped and vehicular volumes.

Traffic Analysis

The traffic analysis for each intersection will include the following elements:

- Capacity and v/c analysis
- Crash analysis of last three years
- Queue storage availability at TWLTL 15th Ave and 10th Ave
- Right Turn Lane Analysis for 10th Ave
- Existing and future ped crossing needs

The performance standards are specified in LC 15.696(1).

Lane Code Chapter 15.105 and LC 15.702 Standards Review

Include a review of existing and ongoing residential developments in the area, the status of frontage development on Oaklea Dr, and identify any gaps that need to be addressed for the pedestrian and vehicular traffic safety.

Summary Findings

Please include a summary of findings about:

- Site accessibility
- Intersection performances
- Queue and blockage
- Safety Assessments, and
- Frontage Improvement Needs

Recommendations

Provide additional traffic operations recommendations relative to the existing TWLTL and bike lane uses.

Reserve Phases
3-6

CRASH DATA SUMMARY

6027 Reserve Phase 3-6

Oaklea @ Highpass											
YEAR	PDO	INJURY	FATAL	HEAD	REAR	SIDE	TURN	OTHER	PED	BIKE	TOTAL
2016											0
2017	1	1				1	1				2
2018											0
2019											0
2020		2						1		1	2
TOTALS:	1	3	0	0	0	1	1	1	0	1	4

CHECK
OK
OK
OK
OK
OK
OK

P.M. PEAK HOUR	Number of Years, n	ADT	AVG. ANNUAL MILES (MILLIONS)	AVG. YEARLY CRASHES	CRASH RATE/ MILLION MILES
466	5	4660	1700900.000	800000.0	0.47

TURN E-N / E-W
 BIKE W-E / W-E
 OTHER N-S
 SIDE E-W / W-E

Oaklea @ 6TH											
YEAR	PDO	INJURY	FATAL	HEAD	REAR	SIDE	TURN	OTHER	PED	BIKE	TOTAL
2016											0
2017	1							1			1
2018											0
2019											0
2020											0
TOTALS:	1	0	0	0	0	0	0	1	0	0	1

CHECK
OK
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OK

P.M. PEAK HOUR	Number of Years, n	ADT	AVG. ANNUAL MILES (MILLIONS)	AVG. YEARLY CRASHES	CRASH RATE/ MILLION MILES
415	5	4150	1514750.000	200000.0	0.13

TURN S-N
 BIKE
 OTHER
 SIDE

Oaklea @ 10TH											
YEAR	PDO	INJURY	FATAL	HEAD	REAR	SIDE	TURN	OTHER	PED	BIKE	TOTAL
2016											0
2017	1						1				1
2018											0
2019											0
2020											0
TOTALS:	1	0	0	0	0	0	1	0	0	0	1

CHECK
OK
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OK

P.M. PEAK HOUR	Number of Years, n	ADT	AVG. ANNUAL MILES (MILLIONS)	AVG. YEARLY CRASHES	CRASH RATE/ MILLION MILES
378	5	3780	1379700.000	200000.0	0.14

TURN E-S / S-N
 BIKE
 OTHER
 SIDE

Oaklea @ 18TH											
YEAR	PDO	INJURY	FATAL	HEAD	REAR	SIDE	TURN	OTHER	PED	BIKE	TOTAL
2016		1					1				1
2017											0
2018	1						1				1
2019											0
2020											0
TOTALS:	1	1	0	0	0	0	2	0	0	0	2

CHECK
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OK
OK

P.M. PEAK HOUR	Number of Years, n	ADT	AVG. ANNUAL MILES (MILLIONS)	AVG. YEARLY CRASHES	CRASH RATE/ MILLION MILES
247	5	2470	901550.000	400000.0	0.44

TURN S-W / E-W N-S / E-S
 BIKE
 OTHER
 SIDE

		# Crashes	ADT	MEV	Crash Rate	Critical Crash Rate
1 Oaklea @ Highpass	Stop	4	4660	8.50	0.47	0.65 under
2 Oaklea @ 6TH	Stop	1	4150	7.57	0.13	0.68 under
3 Oaklea @ 10TH	Stop	1	3780	6.90	0.14	0.70 under
4 Oaklea @ 18TH	Stop	2	2470	4.51	0.44	0.82 under
Weighted Average						
	Stop	8		27	0.29107315	

CITY OF JUNCTION CITY, LANE COUNTY

OAKLEA DR at W 6TH AVE, City of Junction City, Lane County, 01/01/2016 to 12/31/2021

02/10/2023

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

OAKLEA DR at W 6TH AVE, City of Junction City, Lane County, 01/01/2016 to 12/31/2021

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION	INTER- SECTION RELATED	OFF- ROAD
YEAR: 2017														
FIXED / OTHER OBJECT	0	0	1	1	0	0	0	0	1	1	0	1	0	1
YEAR 2017 TOTAL	0	0	1	1	0	0	0	0	1	1	0	1	0	1
FINAL TOTAL	0	0	1	1	0	0	0	0	1	1	0	1	0	1

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

02/10/2023

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

OAKLEA DR at W 10TH AVE, City of Junction City, Lane County, 01/01/2016 to 12/31/2021

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION	INTER- SECTION RELATED	OFF- ROAD
YEAR: 2017														
TURNING MOVEMENTS	0	0	1	1	0	0	0	0	1	1	0	1	0	0
YEAR 2017 TOTAL	0	0	1	1	0	0	0	0	1	1	0	1	0	0
FINAL TOTAL	0	0	1	1	0	0	0	0	1	1	0	1	0	0

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

CITY OF JUNCTION CITY, LANE COUNTY

OAKLEA DR at W 10TH AVE, City of Junction City, Lane County, 01/01/2016 to 12/31/2021

02/10/2023

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

OAKLEA DR at W 10TH AVE, City of Junction City, Lane County, 01/01/2016 to 12/31/2021

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION	SECTION RELATED	OFF- ROAD
YEAR: 2017														
TURNING MOVEMENTS	0	0	1	1	0	0	0	0	1	1	0	1	0	0
YEAR 2017 TOTAL	0	0	1	1	0	0	0	0	1	1	0	1	0	0
FINAL TOTAL	0	0	1	1	0	0	0	0	1	1	0	1	0	0

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

CITY OF JUNCTION CITY, LANE COUNTY

OAKLEA DR at W 15TH AVE, City of Junction City, Lane County, 01/01/2016 to 12/31/2021

SER#	S	D	M	P	R	J	S	W	DATE	CLASS	CITY STREET	INT-TYPE	SPCL USE	INVEST	E	A	U	I	C	O	DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	MOVE	A	S	RD DPT	E	L	G	N	H	R	TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	G	E	LICNS	PED	UNLOC?	D	C	S	V	L	K	LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V#	TYPE	TO	P#	TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE
------	---	---	---	---	---	---	---	---	------	-------	-------------	----------	----------	--------	---	---	---	---	---	---	-----	------	--------------	---------	----------	---------	-------	------	-------	----------	------	---	---	--------	---	---	---	---	---	---	------	------	---------------	--------	------	-------	-------	------	------	-------	------	------	-----	---	---	-------	-----	--------	---	---	---	---	---	---	-----	------	-----	-------	----------	-------	-------	-------	-------	----	------	----	----	------	-------	---	---	-----	-----	-------	-----	-------	-------

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirement, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

CITY OF JUNCTION CITY, LANE COUNTY

OAKLEA DR at W 15TH AVE, City of Junction City, Lane County, 01/01/2016 to 12/31/2021

02/10/2023

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

OAKLEA DR at W 15TH AVE, City of Junction City, Lane County, 01/01/2016 to 12/31/2021

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION	SECTION RELATED	OFF- ROAD
FINAL TOTAL														

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LANE COUNTY

02/10/2023

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

W 18TH AVE, MP -999.99 to 999.99, 01/01/2016 to 12/31/2021

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION	INTER- SECTION RELATED	OFF- ROAD
YEAR: 2018														
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
YEAR 2018 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
YEAR: 2016														
TURNING MOVEMENTS	0	1	0	1	0	2	0	1	0	1	0	0	0	0
YEAR 2016 TOTAL	0	1	0	1	0	2	0	1	0	1	0	0	0	0
FINAL TOTAL	0	1	1	2	0	2	0	2	0	2	0	1	0	0

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LANE COUNTY

LANE COUNTY

02/10/2023

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

HIGH PASS RD, MP .51 to .88, 01/01/2016 to 12/31/2021

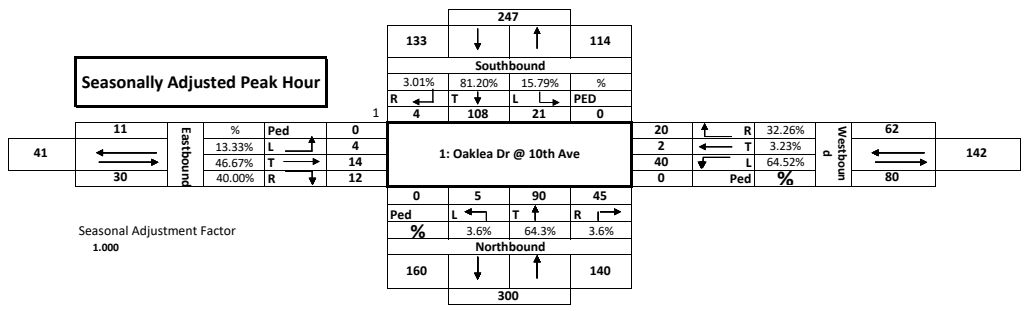
COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION	INTER- SECTION RELATED	OFF- ROAD
YEAR: 2020														
FIXED / OTHER OBJECT	0	1	0	1	0	1	0	1	0	1	0	1	0	1
SIDESWIPE - OVERTAKING	0	1	0	1	0	1	0	1	0	1	0	0	0	0
YEAR 2020 TOTAL	0	2	0	2	0	2	0	2	0	2	0	1	0	1
YEAR: 2017														
MISCELLANEOUS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
SIDESWIPE - MEETING	0	1	0	1	0	2	0	0	1	0	1	0	0	0
YEAR 2017 TOTAL	0	1	1	2	0	2	0	1	1	1	1	1	0	0
FINAL TOTAL	0	3	1	4	0	4	0	3	1	3	1	2	0	1

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Reserve Phases
3-6

Intersection: 1: Oaklea Dr @ 10th Ave		City: Junction City,OR																					
Counter: Sandow Engineering		Date: Wednesday, January 18, 2023																					
Total of All Vehicles																							
Time Period		Southbound				Westbound				Northbound				Eastbound				15 Minute Volume	Hourly Volume	Pedestrians			
		Right	Thru	Left	Approach Total	Right	Thru	Left	Approach Total	Right	Thru	Left	Approach Total	Right	Thru	Left	Approach Total			SB	WB	NB	EB
7:00	7:15	2	18	1	21	4	2	5	11	3	15	0	18	1	2	5	8	58	0	0	0	0	
7:15	7:30	1	18	0	19	2	0	9	11	5	12	0	17	7	0	2	9	56	0	0	0	0	
7:30	7:45	0	18	4	22	2	0	3	5	7	21	2	30	4	4	2	10	67	0	0	0	0	
7:45	8:00	2	26	7	35	6	1	16	23	17	30	0	47	4	5	0	9	114	0	0	0	0	
8:00	8:15	1	34	8	43	8	0	16	24	15	14	2	31	2	3	2	7	105	0	0	0	0	
8:15	8:30	1	30	2	33	4	1	5	10	6	25	1	32	2	2	0	4	79	0	0	0	0	
8:30	8:45	2	15	2	19	3	1	5	9	5	18	0	23	1	0	2	3	54	0	0	0	0	
8:45	9:00	1	11	0	12	0	0	5	5	2	17	0	19	2	2	1	5	41	0	0	0	0	
9:00	9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Period Total		10	170	24		29	5	64		60	152	5		23	18	14		574	0	0	0	0	
PM Peak Hour Count Summary																							
Peak Volumes	Southbound				Approach	Westbound			Approach	Northbound			Approach	Eastbound			Approach	0.80	Pedestrians				
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	0.75		SB	WB	NB	EB	
	4	108	21	133	20	2	40	62	45	90	5	140	12	14	4	30	365	0	0	0	0		
PHF	0.50	0.79	0.66	0.77	0.63	0.50	0.63	0.65	0.66	0.75	0.63	0.74	0.75	0.70	0.50	0.75							
Trucks	0	0	0		0	0	1		0	1	1		0	0	0								
% Trucks	0%	0%	0%		0%	0%	3%		0%	1%	20%		0%	0%	0%								

Seasonally Adjusted Peak Hour



Seasonal Adjustment Factor
1.000

1: Oaklea Dr @ 10th Ave

Pedestrians and Cars

Time Period	Southbound				Westbound				Northbound				Eastbound				15 Minute Volume	Hourly Volume				
	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left						
7:00 AM			2	18	1			4	2	5			3	14			1	2	5	57		
7:15 AM			1	18				2		8			5	11			7		2	54		
7:30 AM				18	4			2		3			7	21	2		4	4	2	67		
7:45 AM			2	26	7			6	1	16			17	30			4	5		114	292	
8:00 AM			1	34	8			8		16			15	14	1		2	3	2	104	339	
8:15 AM			1	30	2			4	1	4			6	24	1		2	2		77	362	
8:30 AM			2	15	2			3	1	5			5	18			1		2	54	349	
8:45 AM			1	11						5			2	17			2	2	1	41	276	
9:00 AM																				0	172	
9:15 AM																				0	95	
9:30 AM																				0	41	
9:45 AM																				0	0	
Total	0	10	170	24			0	29	5	62			0	60	149	4	0	23	18	14		
Peak Hour	0	4	96	19			0	18	1	43			0	44	76	3	0	17	12	6		339

Trucks

Time Period	Southbound			Westbound			Northbound			Eastbound			15 Minute Volume	Hourly Volume
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left		
7:00 AM									1				1	
7:15 AM						1			1				2	
7:30 AM													0	
7:45 AM													0	3
8:00 AM										1			1	3
8:15 AM						1				1			2	3
8:30 AM													0	3
8:45 AM													0	3
9:00 AM													0	2
9:15 AM													0	0
9:30 AM													0	0
9:45 AM													0	0
Total	0	0	0			2			3	1			0	0
Peak Hour	0	0	0			1			0	1	1		3	

Bikes

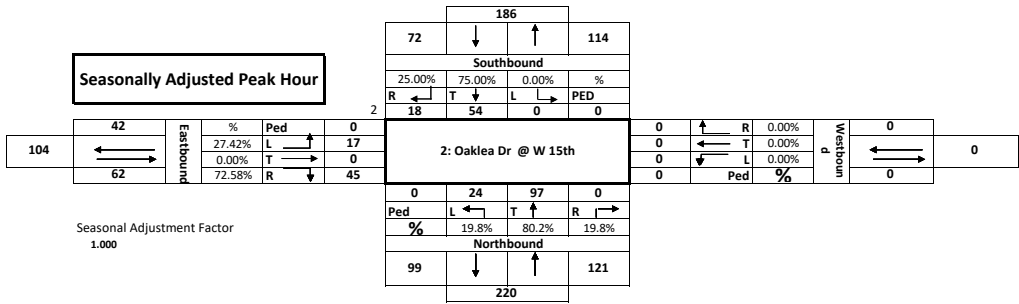
Time Period	Southbound			Westbound			Northbound			Eastbound			SB	WB	NB	EB
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left				
7:00 AM													0	0	0	0
7:15 AM													0	0	0	0
7:30 AM													0	0	0	0
7:45 AM													0	0	0	0
8:00 AM													0	0	0	0
8:15 AM													0	0	0	0
8:30 AM													0	0	0	0
8:45 AM													0	0	0	0
9:00 AM													0	0	0	0
9:15 AM													0	0	0	0
9:30 AM													0	0	0	0
9:45 AM													0	0	0	0
Total	0	0	0			0			0	0	0		0	0	0	0
Peak Hour	0	0	0			0			0	0	0		0	0	0	0

Pedestrians

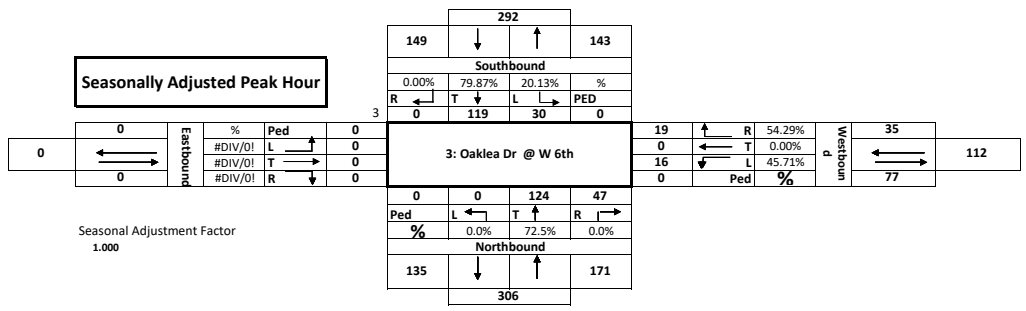
Time Period	NE			NW			SW			SE			SB	WB	NB	EB
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total				
7:00 AM			0			0			0			0	0	0	0	0
7:15 AM			0			0			0			0	0	0	0	0
7:30 AM			0			0			0			0	0	0	0	0
7:45 AM			0			0			0			0	0	0	0	0
8:00 AM			0			0			0			0	0	0	0	0
8:15 AM			0			0			0			0	0	0	0	0
8:30 AM			0			0			0			0	0	0	0	0
8:45 AM			0			0			0			0	0	0	0	0
9:00 AM			0			0			0			0	0	0	0	0
9:15 AM			0			0			0			0	0	0	0	0
9:30 AM			0			0			0			0	0	0	0	0
9:45 AM			0			0			0			0	0	0	0	0
Total	0	0	0			0			0			0	0	0	0	0
Peak Hour	0	0	0			0			0			0	0	0	0	0

Intersection: 2: Oaklea Dr @ W 15th		City: Junction City,OR																					
Counter: Sandow Engineering		Date: Wednesday, January 18, 2023																					
Total of All Vehicles																							
Time Period		Southbound				Westbound				Northbound				Eastbound				15 Minute Volume	Hourly Volume	Pedestrians			
		Right	Thru	Left	Approach Total	Right	Thru	Left	Approach Total	Right	Thru	Left	Approach Total	Right	Thru	Left	Approach Total			SB	WB	NB	EB
7:00	7:15	1	7	0	8	0	0	0	0	0	14	4	18	0	0	4	4	30		0	0	0	0
7:15	7:30	4	9	0	13	0	0	0	0	0	16	6	22	12	0	2	14	49		0	0	0	0
7:30	7:45	3	14	0	17	0	0	0	0	0	23	2	25	14	0	2	16	58		0	0	0	0
7:45	8:00	4	13	0	17	0	0	0	0	0	37	7	44	12	0	3	15	76	213	0	0	0	0
8:00	8:15	6	18	0	24	0	0	0	0	0	18	7	25	12	0	7	19	68	251	0	0	0	0
8:15	8:30	5	9	0	14	0	0	0	0	0	19	8	27	7	0	5	12	53	255	0	0	0	0
8:30	8:45	2	10	0	12	0	0	0	0	0	14	3	17	3	0	4	7	36	233	0	0	0	0
8:45	9:00	1	16	0	17	0	0	0	0	0	19	3	22	12	0	2	14	53	210	0	0	0	0
9:00	9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
9:15	9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
9:30	9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
9:45	10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
Count Period Total		26	96	0		0	0	0		0	160	40		72	0	29		423		0	0	0	0
PM Peak Hour Count Summary																							
Peak Volumes	Southbound				Approach Total	Westbound			Approach Total	Northbound			Approach Total	Eastbound			Approach Total	Hourly Volume	Pedestrians				
	Right	Thru	Left	Right		Thru	Left	Right		Thru	Left	Right		Thru	Left	Right			Thru	Left	SB	WB	NB
	18	54	0	72	0	0	0	0	0	0	97	24	121	45	0	17	62	255		0	0	0	0
PHF	0.75	0.75	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.00	0.66	0.75	0.69	0.80	0.00	0.61	0.82	0.84					
Trucks	7	1	0		0	0	0		0	2	0			0	0	2							
% Trucks	39%	2%	0%		0%	0%	0%		0%	2%	0%			0%	0%	12%							

Seasonally Adjusted Peak Hour



Seasonally Adjusted Peak Hour



3: Oaklea Dr @ W 6th

Pedestrians and Cars

Time Period	Southbound				Westbound				Northbound				Eastbound				15 Minute Volume	Hourly Volume	
	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left			
7:00 AM			0	18	1		1	0	3		1	1	13					37	
7:15 AM			0	28	4		1	0	5		0	8	16					62	
7:30 AM			0	33	4		4	0	0		0	8	27					76	
7:45 AM			0	39	7		4	0	2		0	8	50					110	285
8:00 AM			0	29	12		4	0	5		0	19	26					95	343
8:15 AM			0	18	7		7	0	9		0	12	20					73	354
8:30 AM			0	15	2		7	0	0		0	3	17					44	322
8:45 AM			0	21	6		2	0	4		0	6	22					61	273
9:00 AM																		0	178
9:15 AM																		0	105
9:30 AM																		0	61
9:45 AM																		0	0
Total	0	0	201	43		0	30	0	28		1	65	191	0		0	0	0	0
Peak Hour	0	0	129	27		0	13	0	12		0	43	119	0		0	0	0	0

Trucks

Time Period	Southbound			Westbound			Northbound			Eastbound			15 Minute Volume	Hourly Volume
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left		
7:00 AM			0			0			0				0	
7:15 AM			1			0			0				1	
7:30 AM			0			0			1				1	
7:45 AM			0			0			0				0	2
8:00 AM			0			0			0				0	2
8:15 AM			0			0			0				0	1
8:30 AM			0			0			0				0	0
8:45 AM			1			1			0				2	2
9:00 AM						0			0				0	2
9:15 AM													0	2
9:30 AM													0	2
9:45 AM													0	0
Total	0	2	0			1	0	0	0	1	0	0	0	0
Peak Hour	0	0	0			0	0	0	0	1	0	0	0	1

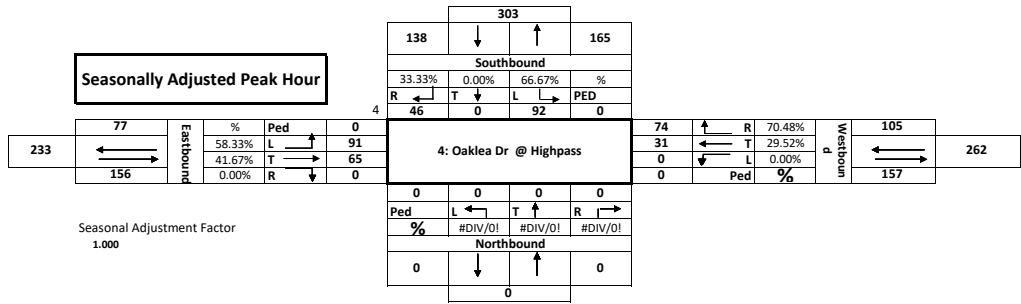
Bikes

Time Period	Southbound			Westbound			Northbound			Eastbound			SB	WB	NB	EB
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left				
7:00 AM													0	0	0	0
7:15 AM													0	0	0	0
7:30 AM													0	0	0	0
7:45 AM													0	0	0	0
8:00 AM													0	0	1	0
8:15 AM													0	0	0	0
8:30 AM													0	0	0	0
8:45 AM													0	0	0	0
9:00 AM													0	0	0	0
9:15 AM													0	0	0	0
9:30 AM													0	0	0	0
9:45 AM													0	0	0	0
Total	0	0	0			0	0	0	1	0	0	0	0	0	1	0
Peak Hour	0	0	0			0	0	0	1	0	0	0	0	0	1	0

Pedestrians

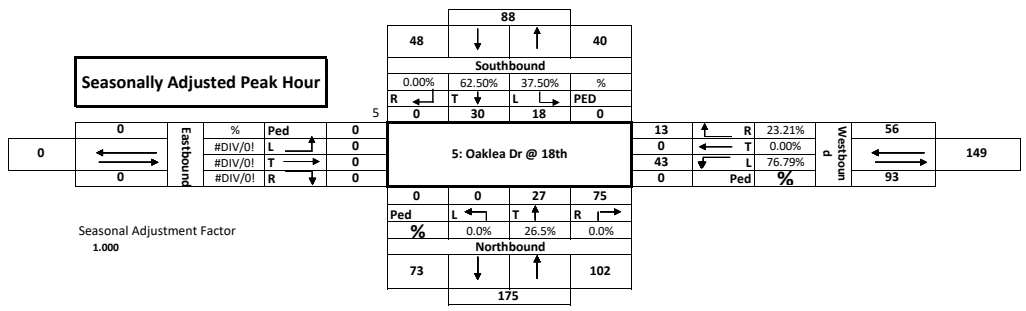
Time Period	NE			NW			SW			SE			SB	WB	NB	EB
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total				
7:00 AM			0			0			0			0	0	0	0	0
7:15 AM			0			0			0			0	0	0	0	0
7:30 AM			0			0			0			0	0	0	0	0
7:45 AM			0			0			0			0	0	0	0	0
8:00 AM			0			0			0			0	0	0	0	0
8:15 AM			0			0			0			0	0	0	0	0
8:30 AM			0			0			0			0	0	0	0	0
8:45 AM			0			0			0			0	0	0	0	0
9:00 AM			0			0			0			0	0	0	0	0
9:15 AM			0			0			0			0	0	0	0	0
9:30 AM			0			0			0			0	0	0	0	0
9:45 AM			0			0			0			0	0	0	0	0
Total	0	0	0			0			0			0	0	0	0	0
Peak Hour	0	0	0			0			0			0	0	0	0	0

Seasonally Adjusted Peak Hour



Intersection: 5: Oaklea Dr @ 18th		City: Junction City,OR																					
Counter: Sandow Engineering		Date: Wednesday, January 18, 2023																					
Total of All Vehicles																							
Time Period		Southbound				Westbound				Northbound				Eastbound				15 Minute Volume	Hourly Volume	Pedestrians			
		Right	Thru	Left	Approach Total	Right	Thru	Left	Approach Total	Right	Thru	Left	Approach Total	Right	Thru	Left	Approach Total			SB	WB	NB	EB
7:00	7:15	0	2	0	2	2	0	7	9	6	10	0	16	0	0	0	0	27		0	0	0	0
7:15	7:30	0	4	3	7	1	0	14	15	14	13	0	27	0	0	0	0	49		0	0	0	0
7:30	7:45	0	4	2	6	3	0	5	8	17	6	0	23	0	0	0	0	37		0	0	0	0
7:45	8:00	0	10	5	15	0	0	11	11	25	7	0	32	0	0	0	0	58	171	0	0	0	0
8:00	8:15	0	8	9	17	6	0	16	22	19	5	0	24	0	0	0	0	63	207	0	0	0	0
8:15	8:30	0	8	2	10	4	0	11	15	14	9	0	23	0	0	0	0	48	206	0	0	0	0
8:30	8:45	0	6	1	7	3	0	10	13	13	3	0	16	0	0	0	0	36	205	0	0	0	0
8:45	9:00	0	6	2	8	1	0	4	5	14	6	0	20	0	0	0	0	33	180	0	0	0	0
9:00	9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
9:15	9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
9:30	9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
9:45	10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
Count Period Total		0	48	24		20	0	78		122	59	0		0	0	0	0	351		0	0	0	0
PM Peak Hour Count Summary																							
Peak Volumes	Southbound				Approach Total	Westbound			Approach Total	Northbound			Approach Total	Eastbound			Approach Total	Hourly Volume	Pedestrians				
	Right	Thru	Left	Right		Thru	Left	Right		Thru	Left	Right		Thru	Left	Right			Thru	Left	SB	WB	NB
	0	30	18	48		13	0	43	56	75	27	0	102	0	0	0	0	206		0	0	0	0
PHF	0.00	0.75	0.50	0.71		0.54	0.00	0.67	0.64	0.75	0.75	0.00	0.80	0.00	0.00	0.00	0.00	0.82					
Trucks	0	0	0			0	0	3		0	1	0		0	0	0							
% Trucks	0%	0%	0%			0%	0%	7%		0%	4%	0%		0%	0%	0%							

Seasonally Adjusted Peak Hour



Seasonal Adjustment Factor
1.000

5: Oaklea Dr @ 18th

Pedestrians and Cars

Time Period	Southbound				Westbound				Northbound				Eastbound				15 Minute Volume	Hourly Volume
	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left		
7:00 AM			2				2	7			6	10					27	
7:15 AM			4	3			1	13			14	13					48	
7:30 AM			4	2			3	5			17	6					37	
7:45 AM			10	5				10			25	7					57	169
8:00 AM			8	9			6	15			19	5					62	204
8:15 AM			8	2			4	10			14	8					46	202
8:30 AM			6	1			3	8			13	3					34	199
8:45 AM			6	2			1	4			13	6					32	174
9:00 AM																	0	112
9:15 AM																	0	66
9:30 AM																	0	32
9:45 AM																	0	0
Total	0	0	48	24	0	20	0	72	0	121	58	0	0	0	0	0		
Peak Hour	0	0	26	19	0	10	0	43	0	75	31	0	0	0	0	0	204	

Trucks

Time Period	Southbound			Westbound			Northbound			Eastbound			15 Minute Volume	Hourly Volume
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left		
7:00 AM													0	
7:15 AM						1							1	
7:30 AM													0	
7:45 AM						1							1	2
8:00 AM						1							1	3
8:15 AM						1		1					2	4
8:30 AM						2							2	6
8:45 AM								1					1	6
9:00 AM													0	5
9:15 AM													0	3
9:30 AM													0	1
9:45 AM													0	0
Total	0	0	0	0	0	6	1	1	0	0	0	0		
Peak Hour	0	0	0	0	0	3	0	1	0	0	0	0	4	

Bikes

Time Period	Southbound			Westbound			Northbound			Eastbound			SB	WB	NB	EB
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left				
7:00 AM													0	0	0	0
7:15 AM													0	0	0	0
7:30 AM													0	0	0	0
7:45 AM													0	0	0	0
8:00 AM													0	0	0	0
8:15 AM													0	0	0	0
8:30 AM													0	0	0	0
8:45 AM													0	0	0	0
9:00 AM													0	0	0	0
9:15 AM													0	0	0	0
9:30 AM													0	0	0	0
9:45 AM													0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrians

Time Period	NE			NW			SW			SE			SB	WB	NB	EB
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total				
7:00 AM			0			0			0			0	0	0	0	0
7:15 AM			0			0			0			0	0	0	0	0
7:30 AM			0			0			0			0	0	0	0	0
7:45 AM			0			0			0			0	0	0	0	0
8:00 AM			0			0			0			0	0	0	0	0
8:15 AM			0			0			0			0	0	0	0	0
8:30 AM			0			0			0			0	0	0	0	0
8:45 AM			0			0			0			0	0	0	0	0
9:00 AM			0			0			0			0	0	0	0	0
9:15 AM			0			0			0			0	0	0	0	0
9:30 AM			0			0			0			0	0	0	0	0
9:45 AM			0			0			0			0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Global Peak Hour

Intersections					
	1: Oaklea Dr @ 10th Ave	2: Oaklea Dr @ W 15th	3: Oaklea Dr @ W 6th	4: Oaklea Dr @ Highpass	5: Oaklea Dr @ 18th
Time Period	Volume	Volume	Volume	Volume	Volume
7:00 AM 8:00 AM	295	213	287	335	171
7:15 AM 8:15 AM	342	251	345	394	207
7:30 AM 8:30 AM	365	255	355	399	206
7:45 AM 8:45 AM	352	233	322	356	205
8:00 AM 9:00 AM	279	210	275	300	180
	365	255	355	399	207

Peak Hour 7:30 AM
 7:45 AM
 8:00 AM
 8:15 AM

Total	
1301	7:00 AM 8:00 AM
1539	7:15 AM 8:15 AM
1580	7:30 AM 8:30 AM
1468	7:45 AM 8:45 AM
1244	
1580	

Existing 2023 AM Volumes

		48				40					
		R	T	L	PED	R	T	L	PED		
Ped		0	0	0	0	0	0	0	0	0	0
0	L	0	0	30	15	0	0	0	0	13	R
0	T	0	0	0	0	0	0	0	0	0	T
0	R	0	0	0	0	0	0	0	0	0	R
		5: Oaklea Dr @ 18th									
Ped		0	0	0	27	35	0	0	0	0	Ped
		R	T	L	PED	R	T	L	PED		
Ped		0	0	0	0	0	0	0	0	0	0
72		73				102					
		R	T	L	PED	R	T	L	PED		
Ped		0	0	0	0	0	0	0	0	0	0
42	L	0	0	18	54	0	0	0	0	0	R
0	T	0	0	0	0	0	0	0	0	0	T
62	R	0	0	0	0	0	0	0	0	0	R
		2: Oaklea Dr @ W 15th									
Ped		0	0	0	0	0	0	0	0	0	Ped
		R	T	L	PED	R	T	L	PED		
Ped		0	0	0	24	65	0	0	0	0	Ped
		R	T	L	PED	R	T	L	PED		
Ped		0	0	0	0	0	0	0	0	0	0
122		99				114				109	
		R	T	L	PED	R	T	L	PED		
Ped		0	0	0	0	0	0	0	0	0	0
11	L	0	0	2	94	21	0	0	0	20	R
144	T	0	0	0	0	0	0	0	0	2	T
30	R	0	0	0	0	0	0	0	0	40	L
		1: Oaklea Dr @ 10th Ave									
Ped		0	0	0	5	80	45	0	0	0	Ped
		R	T	L	PED	R	T	L	PED		
Ped		0	0	0	0	0	0	0	0	0	0
149		149				143				140	
		R	T	L	PED	R	T	L	PED		
Ped		0	0	0	0	0	0	0	0	0	0
0	L	0	0	0	119	30	0	0	0	19	R
0	T	0	0	0	0	0	0	0	0	0	T
0	R	0	0	0	0	0	0	0	0	0	R
		3: Oaklea Dr @ W 6th									
Ped		0	0	0	0	0	0	0	0	0	Ped
		R	T	L	PED	R	T	L	PED		
Ped		0	0	0	0	0	0	0	0	0	0
138		135				155				171	
		R	T	L	PED	R	T	L	PED		
Ped		0	0	0	0	0	0	0	0	0	0
77	L	0	0	2	46	0	92	0	0	74	R
0	T	0	0	0	0	0	0	0	0	0	T
156	R	0	0	0	0	0	0	0	0	0	R
		4: Oaklea Dr @ Highpass									
Ped		0	0	0	0	0	0	0	0	0	Ped
		R	T	L	PED	R	T	L	PED		
Ped		0	0	0	0	0	0	0	0	0	0

EDIT Highlighted	
Base Year	2023
Target Year	2024
Years of Growth	2
Growth Rate Per Year	0.020
Down Factor	1.04

		53				51					
		R	T	L	PED	R	T	L	PED		
Ped		0	0	0	0	0	0	0	0	0	0
0	L	0	0	0	34	19	0	0	0	14	R
0	T	0	0	0	0	0	0	0	0	0	T
0	R	0	0	0	0	0	0	0	0	0	R
		5: Oaklea Dr @ 18th									
Ped		0	0	0	37	103	0	0	0	0	Ped
		R	T	L	PED	R	T	L	PED		
Ped		0	0	0	0	0	0	0	0	0	0
86		87				140					
		R	T	L	PED	R	T	L	PED		
Ped		0	0	0	0	0	0	0	0	0	0
68	L	0	0	28	60	0	0	0	0	0	R
0	T	0	0	0	0	0	0	0	0	0	T
134	R	0	0	0	0	0	0	0	0	0	R
		2: Oaklea Dr @ W 15th									
Ped		0	0	0	0	0	0	0	0	0	Ped
		R	T	L	PED	R	T	L	PED		
Ped		0	0	0	42	101	0	0	0	0	Ped
		R	T	L	PED	R	T	L	PED		
Ped		0	0	0	0	0	0	0	0	0	0
180		156				136				143	
		R	T	L	PED	R	T	L	PED		
Ped		0	0	0	0	0	0	0	0	0	0
15	L	0	0	0	143	29	0	0	0	24	R
0	T	0	0	0	0	0	0	0	0	2	T
31	R	0	0	0	0	0	0	0	0	42	L
		1: Oaklea Dr @ 10th Ave									
Ped		0	0	0	5	108	47	0	0	0	Ped
		R	T	L	PED	R	T	L	PED		
Ped		0	0	0	0	0	0	0	0	0	0
197		197				166				160	
		R	T	L	PED	R	T	L	PED		
Ped		0	0	0	0	0	0	0	0	0	0
0	L	0	0	0	159	38	0	0	0	25	R
0	T	0	0	0	0	0	0	0	0	0	T
0	R	0	0	0	0	0	0	0	0	0	R
		3: Oaklea Dr @ W 6th									
Ped		0	0	0	0	0	0	0	0	0	Ped
		R	T	L	PED	R	T	L	PED		
Ped		0	0	0	0	0	0	0	0	0	0
182		175				190					
		R	T	L	PED	R	T	L	PED		
Ped		0	0	0	0	0	0	0	0	0	0
90	L	0	0	2	58	0	124	0	0	93	R
0	T	0	0	0	0	0	0	0	0	32	T
164	R	0	0	0	0	0	0	0	0	0	R
		4: Oaklea Dr @ Highpass									
Ped		0	0	0	0	0	0	0	0	0	Ped
		R	T	L	PED	R	T	L	PED		
Ped		0	0	0	0	0	0	0	0	0	0

EDIT Highlighted	
Base Year	2023
Target Year	2024
Years of Growth	2
Growth Rate Per Year	0.020
Down Factor	1.04

		58				55					
		R	T	L	PED	R	T	L	PED		
Ped		0	0	0	0	0	0	0	0	0	0
0	L	0	0	0	37	21	0	0	0	15	R
0	T	0	0	0	0	0	0	0	0	0	T
0	R	0	0	0	0	0	0	0	0	0	R
		5: Oaklea Dr @ 18th									
Ped		0	0	0	40	111	0	0	0	0	Ped
		R	T	L	PED	R	T	L	PED		
Ped		0	0	0	0	0	0	0	0	0	0
93		94				150					
		R	T	L	PED	R	T	L	PED		
Ped		0	0	0	0	0	0	0	0	0	0
72	L	0	0	28	66	0	0	0	0	0	R
0	T	0	0	0	0	0	0	0	0	0	T
141	R	0	0	0	0	0	0	0	0	0	R
		2: Oaklea Dr @ W 15th									
Ped		0	0	0	0	0	0	0	0	0	Ped
		R	T	L	PED	R	T	L	PED		
Ped		0	0	0	44	110	0	0	0	0	Ped
		R	T	L	PED	R	T	L	PED		
Ped		0	0	0	0	0	0	0	0	0	0
192		166				154					
		R	T	L	PED	R	T	L	PED		
Ped		0	0	0	0	0	0	0	0	0	0
17	L	0	0	3	153	31	0	0	0	26	R
0	T	0	0	0	0	0	0	0	0	2	T
34	R	0	0	0	0	0	0	0	0	46	L
		1: Oaklea Dr @ 10th Ave									
Ped		0	0	0	117	51	0	0	0	0	Ped
		R	T	L	PED	R	T	L	PED		
Ped		0	0	0	0	0	0	0	0	0	0
212		212				174					
		R	T	L	PED	R	T	L	PED		
Ped		0	0	0	0	0	0	0	0	0	0
0	L	0	0	0	171	41	0	0	0	27	R
0	T	0	0	0	0	0	0	0	0	0	T
0	R	0	0	0	0	0	0	0	0	0	R
		3: Oaklea Dr @ W 6th									
Ped		0	0	0	0	0	0	0	0	0	Ped
		R	T	L	PED	R	T	L	PED		
Ped		0	0	0	0	0	0	0	0	0	0
195		189				207					
		R	T	L	PED	R	T	L	PED		
Ped		0	0	0	0	0	0	0	0	0	0
98	L	0	0	2	82	0	133	0	0	100	R
0	T	0	0	0	0	0	0	0	0	85	T
160	R	0</									

Pipeline Trips

	R	T	L	FSED	
Dead	0	0	0	0	0
L	0	0	0	0	0
T	0	0	0	0	0
R	0	0	0	0	0

5: Oaklea Dr @ 18th

	R	T	L	FSED	
Dead	0	0	0	0	0
L	0	0	0	0	0
T	0	0	0	0	0
R	0	0	0	0	0

2: Oaklea Dr @ W 15th

	R	T	L	FSED	
Dead	0	0	0	0	0
L	0	0	0	0	0
T	0	0	0	0	0
R	0	0	0	0	0

1: Oaklea Dr @ 10th Ave

	R	T	L	FSED	
Dead	0	0	0	0	0
L	0	0	0	0	0
T	0	0	0	0	0
R	0	0	0	0	0

3: Oaklea Dr @ W 6th

	R	T	L	FSED	
Dead	0	0	0	0	0
L	0	0	0	0	0
T	0	0	0	0	0
R	0	0	0	0	0

2: Oaklea Dr @ Highpass

	R	T	L	FSED	
Dead	0	0	0	0	0
L	0	0	0	0	0
T	0	0	0	0	0
R	0	0	0	0	0

Reserve

	R	T	L	FSED	
Dead	0	0	0	0	0
L	0	0	0	0	0
T	0	0	0	0	0
R	0	0	0	0	0

5: Oaklea Dr @ 18th

	R	T	L	FSED	
Dead	0	0	0	0	0
L	0	0	0	0	0
T	0	0	0	0	0
R	0	0	0	0	0

2: Oaklea Dr @ W 15th

	R	T	L	FSED	
Dead	0	0	0	0	0
L	0	0	0	0	0
T	0	0	0	0	0
R	0	0	0	0	0

1: Oaklea Dr @ 10th Ave

	R	T	L	FSED	
Dead	0	0	0	0	0
L	0	0	0	0	0
T	0	0	0	0	0
R	0	0	0	0	0

3: Oaklea Dr @ W 6th

	R	T	L	FSED	
Dead	0	0	0	0	0
L	0	0	0	0	0
T	0	0	0	0	0
R	0	0	0	0	0

4: Oaklea Dr @ Highpass

	R	T	L	FSED	
Dead	0	0	0	0	0
L	0	0	0	0	0
T	0	0	0	0	0
R	0	0	0	0	0

	R	T	L	FSED	
Dead	0	0	0	0	0
L	0	0	0	0	0
T	0	0	0	0	0
R	0	0	0	0	0

5: Oaklea Dr @ 18th

	R	T	L	FSED	
Dead	0	0	0	0	0
L	0	0	0	0	0
T	0	0	0	0	0
R	0	0	0	0	0

2: Oaklea Dr @ W 15th

	R	T	L	FSED	
Dead	0	0	0	0	0
L	0	0	0	0	0
T	0	0	0	0	0
R	0	0	0	0	0

1: Oaklea Dr @ 10th Ave

	R	T	L	FSED	
Dead	0	0	0	0	0
L	0	0	0	0	0
T	0	0	0	0	0
R	0	0	0	0	0

3: Oaklea Dr @ W 6th

	R	T	L	FSED	
Dead	0	0	0	0	0
L	0	0	0	0	0
T	0	0	0	0	0
R	0	0	0	0	0

4: Oaklea Dr @ Highpass

	R	T	L	FSED	
Dead	0	0	0	0	0
L	0	0	0	0	0
T	0	0	0	0	0
R	0	0	0	0	0

	R	T	L	FSED	
Dead	0	0	0	0	0
L	0	0	0	0	0
T	0	0	0	0	0
R	0	0	0	0	0

5: Oaklea Dr @ 18th

	R	T	L	FSED	
Dead	0	0	0	0	0
L	0	0	0	0	0
T	0	0	0	0	0
R	0	0	0	0	0

2: Oaklea Dr @ W 15th

	R	T	L	FSED	
Dead	0	0	0	0	0
L	0	0	0	0	0
T	0	0	0	0	0
R	0	0	0	0	0

1: Oaklea Dr @ 10th Ave

	R	T	L	FSED	
Dead	0	0	0	0	0
L	0	0	0	0	0
T	0	0	0	0	0
R	0	0	0	0	0

3: Oaklea Dr @ W 6th

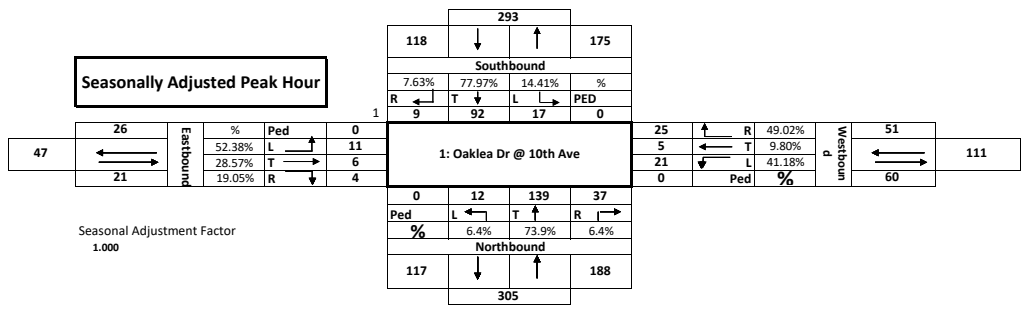
	R	T	L	FSED	
Dead	0	0	0	0	0
L	0	0	0	0	0
T	0	0	0	0	0
R	0	0	0	0	0

4: Oaklea Dr @ Highpass

	R	T	L	FSED	
Dead	0	0	0	0	0
L	0	0	0	0	0
T	0	0	0	0	0
R	0	0	0	0	0

Intersection:		1: Oaklea Dr @ 10th Ave		City:		Junction City,OR																	
Counter:		Sandow Engineering		Date:		Wednesday, January 18, 2023																	
Total of All Vehicles																							
Time Period	Southbound				Westbound				Northbound				Eastbound				15 Minute Volume	Hourly Volume	Pedestrians				
	Right	Thru	Left	Approach Total	Right	Thru	Left	Approach Total	Right	Thru	Left	Approach Total	Right	Thru	Left	Approach Total			SB	WB	NB	EB	
16:00	16:15	0	17	5	22	3	0	2	5	3	23	4	30	0	0	1	1	58	0	0	0	0	
16:15	16:30	0	27	1	28	7	2	8	17	11	28	6	45	0	0	0	0	90	0	0	0	0	
16:30	16:45	0	22	5	27	7	0	6	13	12	37	1	50	1	1	2	4	94	0	0	0	0	
16:45	17:00	1	24	3	28	5	2	7	14	8	24	6	38	2	3	0	5	85	327	0	0	0	0
17:00	17:15	2	23	6	31	8	2	4	14	6	37	2	45	0	1	4	5	95	364	0	0	0	0
17:15	17:30	6	23	3	32	5	1	4	10	11	41	3	55	1	1	5	7	104	378	0	0	0	0
17:30	17:45	2	16	2	20	1	3	2	6	1	36	8	45	4	1	1	6	77	361	0	0	0	0
17:45	18:00	3	26	3	32	5	4	6	15	13	22	9	44	1	2	0	3	94	370	0	0	0	0
18:00	18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Period Total		14	178	28		41	14	39		65	248	39		9	9	13		697		0	0	0	0
PM Peak Hour Count Summary																							
Peak Volumes	Southbound				Approach	Westbound			Approach	Northbound			Approach	Eastbound			Approach	Hourly Volume	Pedestrians				
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	SB		WB	NB	EB		
	9	92	17	118	25	5	21	51	37	139	12	188	4	6	11	21	378	0	0	0	0		
PHF	0.38	0.96	0.71	0.92	0.78	0.63	0.75	0.91	0.77	0.85	0.50	0.85	0.50	0.50	0.55	0.75	0.91						
Trucks	0	1	0		0	0	0		0	0	0		0	0	0								
% Trucks	0%	1%	0%		0%	0%	0%		0%	0%	0%		0%	0%	0%								

Seasonally Adjusted Peak Hour



Seasonal Adjustment Factor
1.000

118	↓	↑	175
293			
Southbound			
7.63%	77.97%	14.41%	%
R ←	T ↓	L →	PED
9	92	17	0
1: Oaklea Dr @ 10th Ave			
0	12	139	37
Ped	L ←	T ↑	R →
%	6.4%	73.9%	6.4%
Northbound			
117	↓	↑	188
305			

1: Oaklea Dr @ 10th Ave

Pedestrians and Cars

Time Period	Southbound				Westbound				Northbound				Eastbound				15 Minute Volume	Hourly Volume
	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left		
4:00 PM			17	5		3		2		3	23	4				1	58	
4:15 PM			27	1		7	2	8		11	28	6					90	
4:30 PM			21	5		7		6		12	37	1		1	1	2	93	
4:45 PM		1	24	3		5	2	7		8	24	6		2	3		85	326
5:00 PM		2	23	6		8	2	4		6	37	2		1	1	4	95	363
5:15 PM		6	23	3		5	1	4		11	41	3		1	1	5	104	377
5:30 PM		2	16	2		1	3	2		1	36	8		4	1	1	77	361
5:45 PM		3	26	3		5	4	6		13	22	7		1	2	0	92	368
6:00 PM																	0	273
6:15 PM																	0	169
6:30 PM																	0	92
6:45 PM																	0	0
Total	0	14	177	28	0	41	14	39	0	65	248	37	0	9	9	13		
Peak Hour	0	3	95	15	0	27	6	25	0	37	126	15	0	3	5	6	363	

Trucks

Time Period	Southbound			Westbound			Northbound			Eastbound			15 Minute Volume	Hourly Volume
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left		
4:00 PM													0	
4:15 PM													0	
4:30 PM		1											1	
4:45 PM													0	1
5:00 PM													0	1
5:15 PM													0	1
5:30 PM													0	0
5:45 PM									2				2	2
6:00 PM													0	2
6:15 PM													0	2
6:30 PM													0	2
6:45 PM													0	0
Total	0	1	0	0	0	0	0	0	2	0	0	0		
Peak Hour	0	1	0	0	0	0	0	0	0	0	0	0	1	

Bikes

Time Period	Southbound			Westbound			Northbound			Eastbound			SB	WB	NB	EB
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left				
4:00 PM													0	0	0	0
4:15 PM													0	0	0	0
4:30 PM													0	0	0	0
4:45 PM													0	0	0	0
5:00 PM													0	0	0	0
5:15 PM													0	0	0	0
5:30 PM													0	0	0	0
5:45 PM													0	0	0	0
6:00 PM													0	0	0	0
6:15 PM													0	0	0	0
6:30 PM													0	0	0	0
6:45 PM													0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrians

Time Period	NE			NW			SW			SE			SB	WB	NB	EB
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total				
4:00 PM			0			0			0			0	0	0	0	0
4:15 PM			0			0			0			0	0	0	0	0
4:30 PM			0			0			0			0	0	0	0	0
4:45 PM			0			0			0			0	0	0	0	0
5:00 PM			0			0			0			0	0	0	0	0
5:15 PM			0			0			0			0	0	0	0	0
5:30 PM			0			0			0			0	0	0	0	0
5:45 PM			0			0			0			0	0	0	0	0
6:00 PM			0			0			0			0	0	0	0	0
6:15 PM			0			0			0			0	0	0	0	0
6:30 PM			0			0			0			0	0	0	0	0
6:45 PM			0			0			0			0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection: 2: Oaklea Dr @ W 15th

City: Junction City,OR

Counter: Sandow Engineering

Date: Thursday, January 12, 2023

Total of All Vehicles

Time Period	Southbound				Westbound				Northbound				Eastbound				15 Minute Volume	Hourly Volume	Pedestrians				
	Right	Thru	Left	Approach Total	Right	Thru	Left	Approach Total	Right	Thru	Left	Approach Total	Right	Thru	Left	Approach Total			SB	WB	NB	EB	
16:00 16:15	5	25	0	30	0	0	0	0	0	0	14	12	26	9	0	3	12	68	0	0	0	0	
16:15 16:30	4	17	0	21	0	0	0	0	0	0	26	11	37	3	0	3	6	64	1	0	0	0	
16:30 16:45	4	28	0	32	0	0	0	0	0	0	24	5	29	9	0	4	13	74	0	0	0	0	
16:45 17:00	4	27	0	31	0	0	0	0	0	0	27	14	41	6	0	4	10	82	288	0	0	0	0
17:00 17:15	4	21	0	25	0	0	0	0	0	0	29	10	39	10	0	8	18	82	302	0	0	0	0
17:15 17:30	2	31	0	33	0	0	0	0	0	0	35	13	48	5	0	7	12	93	331	0	0	0	1
17:30 17:45	3	14	0	17	0	0	0	0	0	0	25	6	31	2	0	5	7	55	312	0	0	0	0
17:45 18:00	1	16	0	17	0	0	0	0	0	0	21	11	32	6	0	2	8	57	287	0	0	0	0
18:00 18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
18:15 18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
18:30 18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Period Total	27	179	0	201	0	0	0	0	0	0	201	82	283	50	0	36	86	575	3	0	0	2	
PM Peak Hour Count Summary																							
Peak Volumes	Southbound				Approach Total	Westbound			Approach Total	Northbound			Approach Total	Eastbound			Approach Total	331	0.89	Pedestrians			
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	SB			WB	NB	EB	
PHF	0.88	0.86	0.00	0.92	0.00	0.00	0.00	0.00	0.00	0.82	0.75	0.82	0.75	0.00	0.72	0.74	1	0	0	0			
Trucks	0	1	0		0	0	0		0	1	1		1	0	2								
% Trucks	0%	1%	0%		0%	0%	0%		0%	1%	2%		3%	0%	9%								

Intersection: 3: Oaklea Dr @ W 6th

City: Junction City,OR

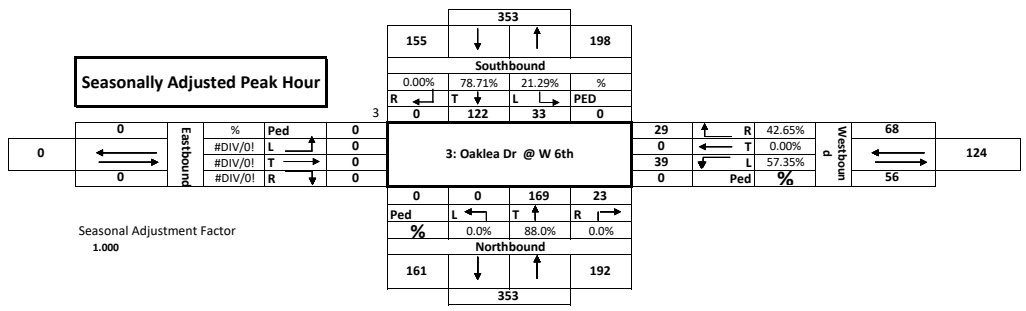
Counter: Sandow Engineering

Date: Thursday, January 12, 2023

Total of All Vehicles

Time Period	Southbound				Westbound				Northbound				Eastbound				15 Minute Volume	Hourly Volume	Pedestrians			
	Right	Thru	Left	Approach Total	Right	Thru	Left	Approach Total	Right	Thru	Left	Approach Total	Right	Thru	Left	Approach Total			SB	WB	NB	EB
16:00 16:15	0	29	9	38	3	0	13	16	3	26	0	29	0	0	0	0	83	0	0	0	0	
16:15 16:30	0	20	4	24	7	0	7	14	5	38	1	44	0	0	0	0	82	0	0	0	0	
16:30 16:45	0	35	9	44	5	0	11	16	6	46	0	52	0	0	0	0	112	0	0	0	0	
16:45 17:00	0	26	10	36	6	0	9	15	7	39	0	46	0	0	0	0	97	374	0	0	0	
17:00 17:15	0	29	7	36	10	0	14	24	1	38	0	39	0	0	0	0	99	390	0	0	0	
17:15 17:30	0	32	7	39	8	0	5	13	9	46	0	55	0	0	0	0	107	415	0	0	0	
17:30 17:45	0	14	5	19	5	0	3	8	5	40	0	45	0	0	0	0	72	375	0	0	0	
17:45 18:00	0	21	8	29	3	0	4	7	4	36	0	40	0	0	0	0	76	354	0	0	0	
18:00 18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:15 18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:30 18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:45 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Period Total	0	206	59		47	0	66		40	309	1		0	0	0		728	0	0	0	0	
PM Peak Hour Count Summary																						
Peak Volumes	Southbound				Approach	Westbound			Approach	Northbound			Approach	Eastbound			Approach	0.93	Pedestrians			
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	415		SB	WB	NB	EB
	0	122	33	155	29	0	39	68	23	169	0	192	0	0	0	0	0.00	0	0	0	0	
PHF	0.00	0.87	0.83	0.88	0.73	0.00	0.70	0.71	0.64	0.92	0.00	0.87	0.00	0.00	0.00	0.00	0.00					
Trucks	0	4	0		0	0	0		0	2	0		0	0	0							
% Trucks	0%	3%	0%		0%	0%	0%		0%	1%	0%		0%	0%	0%							

Seasonally Adjusted Peak Hour



3: Oaklea Dr @ W 6th
Pedestrians and Cars

Time Period	Southbound				Westbound				Northbound				Eastbound				15 Minute Volume	Hourly Volume
	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left		
4:00 PM			0	28	8		2		13		3	25					79	
4:15 PM			0	18	4		7		7		5	38					79	
4:30 PM			0	33	9		5		11		6	46					110	
4:45 PM			0	25	10		6		9		7	38					95	363
5:00 PM			0	29	7		10		14		1	38					99	383
5:15 PM			0	31	7		8		5		9	45					105	409
5:30 PM			0	14	5		5		3		5	38					70	369
5:45 PM			0	21	8		3		4		4	36					76	350
6:00 PM																	0	251
6:15 PM																	0	146
6:30 PM																	0	76
6:45 PM																	0	0
Total	0	0	199	58		0	46	0	66		0	40	304	0	0	0	0	
Peak Hour	0	0	105	30		0	28	0	41		0	19	160	0	0	0	0	383

Trucks

Time Period	Southbound			Westbound			Northbound			Eastbound			15 Minute Volume	Hourly Volume
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left		
4:00 PM			1	1		1			1	0			4	
4:15 PM			2	0					0	1			3	
4:30 PM			2	0					0	0			2	
4:45 PM			1	0					1	0			2	11
5:00 PM			0	0					0	0			0	7
5:15 PM			1	0					1	0			2	6
5:30 PM			0	0					2	0			2	6
5:45 PM			0	0					0	0			0	4
6:00 PM													0	4
6:15 PM													0	2
6:30 PM													0	0
6:45 PM													0	0
Total	0	7	1		1	0	0		0	5	1		0	0
Peak Hour	0	4	0		0	0	0		0	2	0		6	

Bikes

Time Period	Southbound			Westbound			Northbound			Eastbound			SB	WB	NB	EB
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left				
4:00 PM													0	0	0	0
4:15 PM													0	0	0	0
4:30 PM													0	0	0	0
4:45 PM													0	0	0	0
5:00 PM													0	0	0	0
5:15 PM													0	0	0	0
5:30 PM													0	0	0	0
5:45 PM													0	0	0	0
6:00 PM													0	0	0	0
6:15 PM													0	0	0	0
6:30 PM													0	0	0	0
6:45 PM													0	0	0	0
Total	0	0	0		0	0	0		0	0	0		0	0	0	0
Peak Hour	0	0	0		0	0	0		0	0	0		0	0	0	0

Pedestrians

Time Period	NE			NW			SW			SE			SB	WB	NB	EB
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total				
4:00 PM			0			0			0			0	0	0	0	0
4:15 PM			0			0			0			0	0	0	0	0
4:30 PM			0			0			0			0	0	0	0	0
4:45 PM			0			0			0			0	0	0	0	0
5:00 PM			0			0			0			0	0	0	0	0
5:15 PM			0			0			0			0	0	0	0	0
5:30 PM			0			0			0			0	0	0	0	0
5:45 PM			0			0			0			0	0	0	0	0
6:00 PM			0			0			0			0	0	0	0	0
6:15 PM			0			0			0			0	0	0	0	0
6:30 PM			0			0			0			0	0	0	0	0
6:45 PM			0			0			0			0	0	0	0	0
Total	0	0	0		0	0		0	0	0		0	0	0	0	0
Peak Hour	0	0	0		0	0		0	0	0		0	0	0	0	0

Intersection: 4: Oaklea Dr @ Highpass

City: Junction City,OR

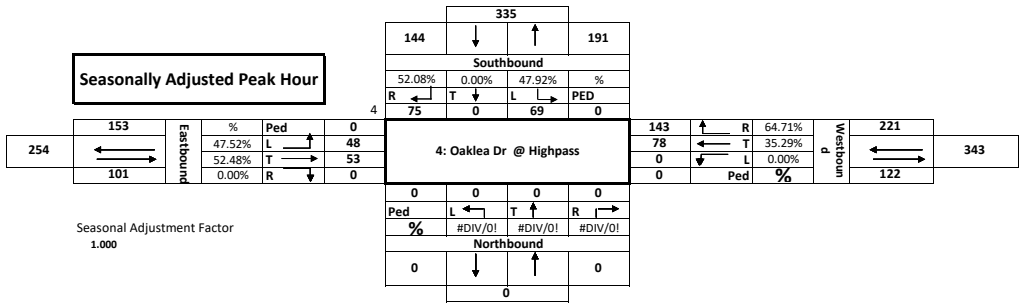
Counter: Sandow Engineering

Date: Thursday, January 12, 2023

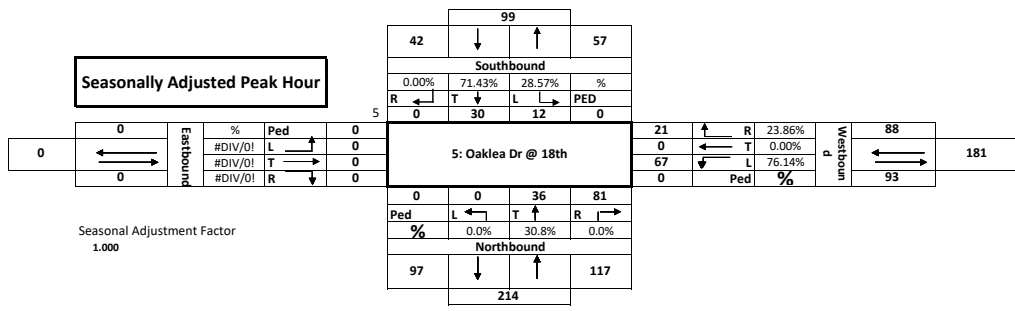
Total of All Vehicles

Time Period	Southbound				Westbound				Northbound				Eastbound				15 Minute Volume	Hourly Volume	Pedestrians			
	Right	Thru	Left	Approach Total	Right	Thru	Left	Approach Total	Right	Thru	Left	Approach Total	Right	Thru	Left	Approach Total			SB	WB	NB	EB
16:00 16:15	17	0	15	32	28	19	0	47	0	0	0	0	0	17	4	21	100	0	0	0	0	
16:15 16:30	17	0	15	32	34	16	0	50	0	0	0	0	0	22	8	30	112	0	0	0	0	
16:30 16:45	23	0	17	40	35	19	0	54	0	0	0	0	0	16	14	30	124	0	0	0	0	
16:45 17:00	16	0	19	35	40	17	0	57	0	0	0	0	0	13	10	23	115	451	0	0	0	0
17:00 17:15	21	0	16	37	32	22	0	54	0	0	0	0	0	11	9	20	111	462	0	0	0	0
17:15 17:30	15	0	17	32	36	20	0	56	0	0	0	0	0	13	15	28	116	466	0	0	0	0
17:30 17:45	5	0	14	19	30	18	0	48	0	0	0	0	0	10	13	23	90	432	0	0	0	0
17:45 18:00	13	0	10	23	28	14	0	42	0	0	0	0	0	8	11	19	84	401	0	0	0	0
18:00 18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30 18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Period Total	127	0	123		263	145	0		0	0	0	0	0	110	84		852		0	0	0	0
PM Peak Hour Count Summary																						
Peak Volumes	Southbound			Approach	Westbound			Approach	Northbound			Approach	Eastbound			Approach	Hourly Volume	Pedestrians				
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total		SB	WB	NB	EB	
	75	0	69	144	143	78	0	221	0	0	0	0	0	53	48	101	466	0	0	0	0	
PHF	0.82	0.00	0.91	0.90	0.89	0.89	0.00	0.97	0.00	0.00	0.00	0.00	0.00	0.83	0.80	0.84	0.94					
Trucks	0	0	4		2	0	0		0	0	0		0	1	1							
% Trucks	0%	0%	6%		1%	0%	0%		0%	0%	0%		0%	2%	2%							

Seasonally Adjusted Peak Hour



Seasonally Adjusted Peak Hour



Seasonal Adjustment Factor
1.000

Global Peak Hour

Intersections					
	1: Oaklea Dr @ 10th Ave	2: Oaklea Dr @ W 15th	3: Oaklea Dr @ W 6th	4: Oaklea Dr @ Highpass	5: Oaklea Dr @ 18th
Time Period	Volume	Volume	Volume	Volume	Volume
4:00 PM 5:00 PM	327	288	374	451	213
4:15 PM 5:15 PM	364	302	390	462	230
4:30 PM 5:30 PM	378	331	415	466	247
4:45 PM 5:45 PM	361	312	375	432	245
5:00 PM 6:00 PM	370	287	354	401	245
	378	331	415	466	247

Peak Hour 4:30 PM
 4:45 PM
 5:00 PM
 5:15 PM

Total	
1653	4:00 PM 5:00 PM
1748	4:15 PM 5:15 PM
1837	4:30 PM 5:30 PM
1725	4:45 PM 5:45 PM
1657	
1837	

Existing 2023 PM Volumes

		69		63		
		R	T	L	PED	
		2	0	54	15	0
Ped	0					21 R
L	0					97 L
T	0					0 Ped
R	0					0 Ped
		0	0	42	38	
		Ped	L	T	R	
		121		138		
		R	T	L	PED	
		1	14	107	0	1
Ped	0					0 R
L	20					0 T
T	0					0 L
R	30					0 Ped
		0	42	115	0	
		Ped	L	T	R	
		137		180		
		R	T	L	PED	
		2	190	17	0	
Ped	0					25 R
L	11					5 T
T	6					21 L
R	4					0 Ped
		0	14	144	38	
		Ped	L	T	R	
		155		198		
		R	T	L	PED	
		1	0	122	33	0
Ped	0					29 R
L	0					0 T
T	0					39 L
R	0					0 Ped
		0	0	189	23	
		Ped	L	T	R	
		144		191		
		R	T	L	PED	
		2	75	0	89	0
Ped	0					143 R
L	48					78 T
T	53					0 L
R	0					0 Ped
		0	0	0	0	
		Ped	L	T	R	
		0				

EDIT Highlighted
Base Year 2023
Target Year 2024
Years of Growth 2
Growth Rate Per Year 0.020
Down Factor 1.34

		86		75		
		R	T	L	PED	
		2	0	70	18	0
Ped	0					22 R
L	0					97 L
T	0					0 Ped
R	0					0 Ped
		0	0	53	115	
		Ped	L	T	R	
		167		168		
		R	T	L	PED	
		1	40	127	0	1
Ped	0					0 R
L	30					0 T
T	0					0 L
R	63					0 Ped
		0	89	129	0	
		Ped	L	T	R	
		190		251		
		R	T	L	PED	
		2	26	162	23	0
Ped	0					34 R
L	20					14 T
T	11					22 L
R	27					0 Ped
		0	51	107	42	
		Ped	L	T	R	
		211		289		
		R	T	L	PED	
		0	0	167	44	0
Ped	0					47 R
L	0					0 T
T	0					41 L
R	0					0 Ped
		0	0	242	24	
		Ped	L	T	R	
		150		207		
		R	T	L	PED	
		2	85	0	105	0
Ped	0					202 R
L	63					81 T
T	55					0 L
R	0					0 Ped
		0	0	0	0	
		Ped	L	T	R	
		0				

EDIT Highlighted
Base Year 2023
Target Year 2024
Years of Growth 2
Growth Rate Per Year 0.020
Down Factor 1.34

		93		81		
		R	T	L	PED	
		2	0	75	17	0
Ped	0					24 R
L	0					103 L
T	0					0 Ped
R	0					0 Ped
		0	0	57	124	
		Ped	L	T	R	
		179		181		
		R	T	L	PED	
		1	41	158	0	1
Ped	0					0 R
L	41					0 T
T	0					0 L
R	66					0 Ped
		0	103	149	0	
		Ped	L	T	R	
		204		243		
		R	T	L	PED	
		2	26	175	24	0
Ped	0					37 R
L	22					15 T
T	12					24 L
R	28					0 Ped
		0	59	211	46	
		Ped	L	T	R	
		227		309		
		R	T	L	PED	
		0	0	179	48	0
Ped	0					50 R
L	0					0 T
T	0					44 L
R	0					0 Ped
		0	0	239	26	
		Ped	L	T	R	
		204		284		
		R	T	L	PED	
		2	93	0	112	0
Ped	0					216 R
L	68					89 T
T	60					0 L
R	0					0 Ped
		0	0	0	0	
		Ped	L	T	R	
		0				

Reserve Phases
3-6

HCM 6th TWSC
3: High Pass & Oaklea

02/09/2023

Intersection						
Int Delay, s/veh	6.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	95	64	31	74	92	46
Future Vol, veh/h	95	64	31	74	92	46
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, %	1	0	0	0	0	2
Mvmt Flow	116	78	38	90	112	56

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	128	0	-	0	393 83
Stage 1	-	-	-	-	83 -
Stage 2	-	-	-	-	310 -
Critical Hdwy	4.11	-	-	-	6.4 6.22
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.209	-	-	-	3.5 3.318
Pot Cap-1 Maneuver	1464	-	-	-	615 976
Stage 1	-	-	-	-	945 -
Stage 2	-	-	-	-	748 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1464	-	-	-	564 976
Mov Cap-2 Maneuver	-	-	-	-	564 -
Stage 1	-	-	-	-	867 -
Stage 2	-	-	-	-	748 -

Approach	EB	WB	SB
HCM Control Delay, s	4.6	0	12.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1464	-	-	-	656
HCM Lane V/C Ratio	0.079	-	-	-	0.257
HCM Control Delay (s)	7.7	0	-	-	12.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.3	-	-	-	1

Intersection						
Int Delay, s/veh	3.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	43	13	27	75	18	30
Future Vol, veh/h	43	13	27	75	18	30
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	82	82	82	82	82	82
Heavy Vehicles, %	7	0	4	0	0	0
Mvmt Flow	52	16	33	91	22	37

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	160	79	0	0	124
Stage 1	79	-	-	-	-
Stage 2	81	-	-	-	-
Critical Hdwy	6.47	6.2	-	-	4.1
Critical Hdwy Stg 1	5.47	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-
Follow-up Hdwy	3.563	3.3	-	-	2.2
Pot Cap-1 Maneuver	819	987	-	-	1475
Stage 1	932	-	-	-	-
Stage 2	930	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	807	987	-	-	1475
Mov Cap-2 Maneuver	807	-	-	-	-
Stage 1	932	-	-	-	-
Stage 2	916	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0	2.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	843	1475
HCM Lane V/C Ratio	-	-	0.081	0.015
HCM Control Delay (s)	-	-	9.6	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	14	12	40	2	20	5	90	45	21	97	4
Future Vol, veh/h	4	14	12	40	2	20	5	90	45	21	97	4
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	3	0	0	20	1	0	0	1	0
Mvmt Flow	5	18	15	50	3	25	6	113	56	26	121	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	343	357	124	345	331	141	126	0	0	169	0	0
Stage 1	176	176	-	153	153	-	-	-	-	-	-	-
Stage 2	167	181	-	192	178	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.13	6.5	6.2	4.3	-	-	4.1	-	-
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	3.5	4	3.3	3.527	4	3.3	2.38	-	-	2.2	-	-
Pot Cap-1 Maneuver	615	572	932	607	592	912	1356	-	-	1421	-	-
Stage 1	831	757	-	847	775	-	-	-	-	-	-	-
Stage 2	840	754	-	807	756	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	585	558	932	572	577	912	1356	-	-	1421	-	-
Mov Cap-2 Maneuver	585	558	-	572	577	-	-	-	-	-	-	-
Stage 1	827	742	-	843	771	-	-	-	-	-	-	-
Stage 2	810	750	-	760	741	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.7		11.3		0.3		1.3	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1356	-	-	670	650	1421	-	-
HCM Lane V/C Ratio	0.005	-	-	0.056	0.119	0.018	-	-
HCM Control Delay (s)	7.7	0	-	10.7	11.3	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.4	0.1	-	-

Intersection

Int Delay, s/veh 1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	19	124	47	30	119
Future Vol, veh/h	16	19	124	47	30	119
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	81	81	81	81	81	81
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	20	23	153	58	37	147

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	403	182	0
Stage 1	182	-	-
Stage 2	221	-	-
Critical Hdwy	6.4	6.2	-
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	-
Pot Cap-1 Maneuver	607	866	-
Stage 1	854	-	-
Stage 2	821	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	589	866	-
Mov Cap-2 Maneuver	589	-	-
Stage 1	854	-	-
Stage 2	797	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	1.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	713	1372
HCM Lane V/C Ratio	-	-	0.061	0.027
HCM Control Delay (s)	-	-	10.4	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

Intersection

Int Delay, s/veh 3.1

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations						
Traffic Vol, veh/h	17	45	24	85	54	18
Future Vol, veh/h	17	45	24	85	54	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	90	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	12	0	0	2	2	39
Mvmt Flow	20	54	29	101	64	21

Major/Minor Minor2 Major1 Major2

Conflicting Flow All	234	75	85	0	-	0
Stage 1	75	-	-	-	-	-
Stage 2	159	-	-	-	-	-
Critical Hdwy	6.52	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.52	-	-	-	-	-
Critical Hdwy Stg 2	5.52	-	-	-	-	-
Follow-up Hdwy	3.608	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	733	992	1524	-	-	-
Stage 1	923	-	-	-	-	-
Stage 2	846	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	718	992	1524	-	-	-
Mov Cap-2 Maneuver	718	-	-	-	-	-
Stage 1	905	-	-	-	-	-
Stage 2	846	-	-	-	-	-

Approach EB NB SB

HCM Control Delay, s 9.2 1.6 0
HCM LOS A

Minor Lane/Major Mvmt NBL NBT EBLn1 EBLn2 SBT SBR

Capacity (veh/h)	1524	-	718	992	-	-
HCM Lane V/C Ratio	0.019	-	0.028	0.054	-	-
HCM Control Delay (s)	7.4	0	10.2	8.8	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	0.2	-	-

Intersection						
Int Delay, s/veh	4.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	48	53	78	143	69	75
Future Vol, veh/h	48	53	78	143	69	75
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	94	94	94	94	94	93
Heavy Vehicles, %	2	2	1	0	6	0
Mvmt Flow	51	56	83	152	73	81

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	235	0	-	0	317 159
Stage 1	-	-	-	-	159 -
Stage 2	-	-	-	-	158 -
Critical Hdwy	4.12	-	-	-	6.46 6.2
Critical Hdwy Stg 1	-	-	-	-	5.46 -
Critical Hdwy Stg 2	-	-	-	-	5.46 -
Follow-up Hdwy	2.218	-	-	-	3.554 3.3
Pot Cap-1 Maneuver	1332	-	-	-	668 892
Stage 1	-	-	-	-	860 -
Stage 2	-	-	-	-	861 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1332	-	-	-	641 892
Mov Cap-2 Maneuver	-	-	-	-	641 -
Stage 1	-	-	-	-	826 -
Stage 2	-	-	-	-	861 -

Approach	EB	WB	SB
HCM Control Delay, s	3.7	0	11
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1332	-	-	-	752
HCM Lane V/C Ratio	0.038	-	-	-	0.205
HCM Control Delay (s)	7.8	0	-	-	11
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.8

Intersection						
Int Delay, s/veh	3.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	67	21	42	96	15	54
Future Vol, veh/h	67	21	42	96	15	54
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	85	85	85	85	85	85
Heavy Vehicles, %	1	0	0	0	0	3
Mvmt Flow	79	25	49	113	18	64

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	206	106	0	0	162
Stage 1	106	-	-	-	-
Stage 2	100	-	-	-	-
Critical Hdwy	6.41	6.2	-	-	4.1
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.3	-	-	2.2
Pot Cap-1 Maneuver	785	954	-	-	1429
Stage 1	921	-	-	-	-
Stage 2	927	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	775	954	-	-	1429
Mov Cap-2 Maneuver	775	-	-	-	-
Stage 1	921	-	-	-	-
Stage 2	915	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0	1.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	811	1429
HCM Lane V/C Ratio	-	-	0.128	0.012
HCM Control Delay (s)	-	-	10.1	7.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	6	4	21	5	25	14	144	40	17	130	9
Future Vol, veh/h	11	6	4	21	5	25	14	144	40	17	130	9
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	-	-	-	-	-	-	-	-	-	-	-	-
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, %	0	0	0	0	0	0	0	0	0	0	1	0
Mvmt Flow	12	7	4	23	5	27	15	158	44	19	143	10

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	412	418	148	402	401	180	153	0	0	202	0	0
Stage 1	186	186	-	210	210	-	-	-	-	-	-	-
Stage 2	226	232	-	192	191	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	554	529	904	562	541	868	1440	-	-	1382	-	-
Stage 1	820	750	-	797	732	-	-	-	-	-	-	-
Stage 2	781	716	-	814	746	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	521	515	904	542	526	868	1440	-	-	1382	-	-
Mov Cap-2 Maneuver	521	515	-	542	526	-	-	-	-	-	-	-
Stage 1	810	739	-	787	723	-	-	-	-	-	-	-
Stage 2	742	707	-	791	735	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.6		10.9		0.5		0.8	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1440	-	-	565	662	1382	-	-
HCM Lane V/C Ratio	0.011	-	-	0.041	0.085	0.014	-	-
HCM Control Delay (s)	7.5	0	-	11.6	10.9	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0	-	-

Intersection						
Int Delay, s/veh	2.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	39	29	169	23	33	122
Future Vol, veh/h	39	29	169	23	33	122
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	93	93	93	93	93	93
Heavy Vehicles, %	0	0	1	0	0	3
Mvmt Flow	42	31	182	25	35	131

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	396	195	0	0	207
Stage 1	195	-	-	-	-
Stage 2	201	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	613	851	-	-	1376
Stage 1	843	-	-	-	-
Stage 2	838	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	596	851	-	-	1376
Mov Cap-2 Maneuver	596	-	-	-	-
Stage 1	843	-	-	-	-
Stage 2	815	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.9	0	1.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	683	1376
HCM Lane V/C Ratio	-	-	0.107	0.026
HCM Control Delay (s)	-	-	10.9	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	23	30	42	115	107	14
Future Vol, veh/h	23	30	42	115	107	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	90	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	9	3	2	1	1	0
Mvmt Flow	26	34	47	129	120	16

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	351	128	136	0	0
Stage 1	128	-	-	-	-
Stage 2	223	-	-	-	-
Critical Hdwy	6.49	6.23	4.12	-	-
Critical Hdwy Stg 1	5.49	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-
Follow-up Hdwy	3.581	3.327	2.218	-	-
Pot Cap-1 Maneuver	633	919	1448	-	-
Stage 1	881	-	-	-	-
Stage 2	798	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	611	919	1448	-	-
Mov Cap-2 Maneuver	611	-	-	-	-
Stage 1	850	-	-	-	-
Stage 2	798	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10	2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1448	-	611	919	-	-
HCM Lane V/C Ratio	0.033	-	0.042	0.037	-	-
HCM Control Delay (s)	7.6	0	11.2	9.1	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	0.1	-	-

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Intersection						
Int Delay, s/veh	6.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	97	68	32	93	124	58
Future Vol, veh/h	97	68	32	93	124	58
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, %	1	0	0	0	0	2
Mvmt Flow	118	83	39	113	151	71

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	152	0	-	0	415 96
Stage 1	-	-	-	-	96 -
Stage 2	-	-	-	-	319 -
Critical Hdwy	4.11	-	-	-	6.4 6.22
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.209	-	-	-	3.5 3.318
Pot Cap-1 Maneuver	1435	-	-	-	598 960
Stage 1	-	-	-	-	933 -
Stage 2	-	-	-	-	741 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1435	-	-	-	547 960
Mov Cap-2 Maneuver	-	-	-	-	547 -
Stage 1	-	-	-	-	853 -
Stage 2	-	-	-	-	741 -

Approach	EB	WB	SB
HCM Control Delay, s	4.5	0	13.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1435	-	-	-	634
HCM Lane V/C Ratio	0.082	-	-	-	0.35
HCM Control Delay (s)	7.7	0	-	-	13.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.3	-	-	-	1.6

Intersection						
Int Delay, s/veh	3.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	53	14	37	103	19	34
Future Vol, veh/h	53	14	37	103	19	34
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	82	82	82	82	82	82
Heavy Vehicles, %	7	0	4	0	0	0
Mvmt Flow	65	17	45	126	23	41

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	195	108	0	0	171
Stage 1	108	-	-	-	-
Stage 2	87	-	-	-	-
Critical Hdwy	6.47	6.2	-	-	4.1
Critical Hdwy Stg 1	5.47	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-
Follow-up Hdwy	3.563	3.3	-	-	2.2
Pot Cap-1 Maneuver	783	951	-	-	1418
Stage 1	904	-	-	-	-
Stage 2	924	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	770	951	-	-	1418
Mov Cap-2 Maneuver	770	-	-	-	-
Stage 1	904	-	-	-	-
Stage 2	908	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	2.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	802	1418
HCM Lane V/C Ratio	-	-	0.102	0.016
HCM Control Delay (s)	-	-	10	7.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	15	12	42	2	24	5	108	47	29	143	8
Future Vol, veh/h	4	15	12	42	2	24	5	108	47	29	143	8
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	3	0	0	20	1	0	0	0	0
Mvmt Flow	5	19	15	53	3	30	6	135	59	36	179	10

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	449	462	184	450	438	165	189	0	0	194	0	0
Stage 1	256	256	-	177	177	-	-	-	-	-	-	-
Stage 2	193	206	-	273	261	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.13	6.5	6.2	4.3	-	-	4.1	-	-
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	3.5	4	3.3	3.527	4	3.3	2.38	-	-	2.2	-	-
Pot Cap-1 Maneuver	524	500	864	518	515	885	1284	-	-	1391	-	-
Stage 1	753	699	-	822	756	-	-	-	-	-	-	-
Stage 2	813	735	-	731	696	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	492	483	864	481	497	885	1284	-	-	1391	-	-
Mov Cap-2 Maneuver	492	483	-	481	497	-	-	-	-	-	-	-
Stage 1	749	679	-	818	752	-	-	-	-	-	-	-
Stage 2	779	731	-	678	676	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.6		12.4		0.2		1.2	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1284	-	-	584	574	1391	-	-
HCM Lane V/C Ratio	0.005	-	-	0.066	0.148	0.026	-	-
HCM Control Delay (s)	7.8	0	-	11.6	12.4	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.5	0.1	-	-

Intersection						
Int Delay, s/veh	1.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	25	141	49	38	159
Future Vol, veh/h	17	25	141	49	38	159
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	81	81	81	81	81	81
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	21	31	174	60	47	196

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	494	204	0	0	234
Stage 1	204	-	-	-	-
Stage 2	290	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	538	842	-	-	1345
Stage 1	835	-	-	-	-
Stage 2	764	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	517	842	-	-	1345
Mov Cap-2 Maneuver	517	-	-	-	-
Stage 1	835	-	-	-	-
Stage 2	734	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.8	0	1.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	671	1345
HCM Lane V/C Ratio	-	-	0.077	0.035
HCM Control Delay (s)	-	-	10.8	7.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

Intersection						
Int Delay, s/veh	4.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	39	96	42	101	60	26
Future Vol, veh/h	39	96	42	101	60	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	90	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	12	0	0	2	2	39
Mvmt Flow	46	114	50	120	71	31

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	307	87	102	0	0
Stage 1	87	-	-	-	-
Stage 2	220	-	-	-	-
Critical Hdwy	6.52	6.2	4.1	-	-
Critical Hdwy Stg 1	5.52	-	-	-	-
Critical Hdwy Stg 2	5.52	-	-	-	-
Follow-up Hdwy	3.608	3.3	2.2	-	-
Pot Cap-1 Maneuver	665	977	1503	-	-
Stage 1	912	-	-	-	-
Stage 2	793	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	641	977	1503	-	-
Mov Cap-2 Maneuver	641	-	-	-	-
Stage 1	879	-	-	-	-
Stage 2	793	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.7	2.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1503	-	641	977	-	-
HCM Lane V/C Ratio	0.033	-	0.072	0.117	-	-
HCM Control Delay (s)	7.5	0	11.1	9.2	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	0.4	-	-

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Intersection						
Int Delay, s/veh	4.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	63	55	81	202	105	85
Future Vol, veh/h	63	55	81	202	105	85
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	94	94	94	94	94	93
Heavy Vehicles, %	2	2	1	0	6	0
Mvmt Flow	67	59	86	215	112	91

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	301	0	-	0	387
Stage 1	-	-	-	-	194
Stage 2	-	-	-	-	193
Critical Hdwy	4.12	-	-	-	6.46
Critical Hdwy Stg 1	-	-	-	-	5.46
Critical Hdwy Stg 2	-	-	-	-	5.46
Follow-up Hdwy	2.218	-	-	-	3.554
Pot Cap-1 Maneuver	1260	-	-	-	609
Stage 1	-	-	-	-	829
Stage 2	-	-	-	-	830
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1260	-	-	-	576
Mov Cap-2 Maneuver	-	-	-	-	576
Stage 1	-	-	-	-	783
Stage 2	-	-	-	-	830

Approach	EB	WB	SB
HCM Control Delay, s	4.3	0	12.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1260	-	-	-	675
HCM Lane V/C Ratio	0.053	-	-	-	0.301
HCM Control Delay (s)	8	0	-	-	12.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	1.3

Intersection						
Int Delay, s/veh	3.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	97	22	53	115	16	70
Future Vol, veh/h	97	22	53	115	16	70
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	85	85	85	85	85	85
Heavy Vehicles, %	1	0	0	0	0	3
Mvmt Flow	114	26	62	135	19	82

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	250	130	0	0	197
Stage 1	130	-	-	-	-
Stage 2	120	-	-	-	-
Critical Hdwy	6.41	6.2	-	-	4.1
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.3	-	-	2.2
Pot Cap-1 Maneuver	741	925	-	-	1388
Stage 1	898	-	-	-	-
Stage 2	908	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	731	925	-	-	1388
Mov Cap-2 Maneuver	731	-	-	-	-
Stage 1	898	-	-	-	-
Stage 2	895	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.8	0	1.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	760	1388
HCM Lane V/C Ratio	-	-	0.184	0.014
HCM Control Delay (s)	-	-	10.8	7.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.7	0

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	11	27	22	14	34	51	197	42	23	162	25
Future Vol, veh/h	20	11	27	22	14	34	51	197	42	23	162	25
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	-	-	-	-	-	-	-	-	-	-	-	-
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, %	0	0	0	0	0	0	0	0	0	0	1	0
Mvmt Flow	22	12	30	24	15	37	56	216	46	25	178	27

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	619	616	192	614	606	239	205	0	0	262	0	0
Stage 1	242	242	-	351	351	-	-	-	-	-	-	-
Stage 2	377	374	-	263	255	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	404	409	855	407	414	805	1378	-	-	1314	-	-
Stage 1	766	709	-	670	636	-	-	-	-	-	-	-
Stage 2	649	621	-	747	700	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	354	381	855	363	385	805	1378	-	-	1314	-	-
Mov Cap-2 Maneuver	354	381	-	363	385	-	-	-	-	-	-	-
Stage 1	729	693	-	638	605	-	-	-	-	-	-	-
Stage 2	574	591	-	693	685	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.3		13.4		1.4		0.9	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1378	-	-	496	503	1314	-	-
HCM Lane V/C Ratio	0.041	-	-	0.129	0.153	0.019	-	-
HCM Control Delay (s)	7.7	0	-	13.3	13.4	7.8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.5	0.1	-	-

Intersection						
Int Delay, s/veh	2.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	41	47	242	24	44	167
Future Vol, veh/h	41	47	242	24	44	167
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	93	93	93	93	93	93
Heavy Vehicles, %	0	0	1	0	0	3
Mvmt Flow	44	51	260	26	47	180

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	547	273	0	0	286
Stage 1	273	-	-	-	-
Stage 2	274	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	502	771	-	-	1288
Stage 1	778	-	-	-	-
Stage 2	777	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	481	771	-	-	1288
Mov Cap-2 Maneuver	481	-	-	-	-
Stage 1	778	-	-	-	-
Stage 2	745	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.1	0	1.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	602	1288
HCM Lane V/C Ratio	-	-	0.157	0.037
HCM Control Delay (s)	-	-	12.1	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.6	0.1

Intersection						
Int Delay, s/veh	3.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	39	63	99	129	127	40
Future Vol, veh/h	39	63	99	129	127	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	90	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	9	3	2	1	1	0
Mvmt Flow	44	71	111	145	143	45

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	533	166	188	0	-	0
Stage 1	166	-	-	-	-	-
Stage 2	367	-	-	-	-	-
Critical Hdwy	6.49	6.23	4.12	-	-	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.581	3.327	2.218	-	-	-
Pot Cap-1 Maneuver	496	876	1386	-	-	-
Stage 1	847	-	-	-	-	-
Stage 2	686	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	453	876	1386	-	-	-
Mov Cap-2 Maneuver	453	-	-	-	-	-
Stage 1	773	-	-	-	-	-
Stage 2	686	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.1	3.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1386	-	453	876	-	-
HCM Lane V/C Ratio	0.08	-	0.097	0.081	-	-
HCM Control Delay (s)	7.8	0	13.8	9.5	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0.3	-	0.3	0.3	-	-

Intersection						
Int Delay, s/veh	8.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	102	68	32	109	171	73
Future Vol, veh/h	102	68	32	109	171	73
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, %	1	0	0	0	0	2
Mvmt Flow	124	83	39	133	209	89

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	172	0	-	0	437 106
Stage 1	-	-	-	-	106 -
Stage 2	-	-	-	-	331 -
Critical Hdwy	4.11	-	-	-	6.4 6.22
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.209	-	-	-	3.5 3.318
Pot Cap-1 Maneuver	1411	-	-	-	581 948
Stage 1	-	-	-	-	923 -
Stage 2	-	-	-	-	732 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1411	-	-	-	528 948
Mov Cap-2 Maneuver	-	-	-	-	528 -
Stage 1	-	-	-	-	838 -
Stage 2	-	-	-	-	732 -

Approach	EB	WB	SB
HCM Control Delay, s	4.7	0	16.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1411	-	-	-	609
HCM Lane V/C Ratio	0.088	-	-	-	0.489
HCM Control Delay (s)	7.8	0	-	-	16.4
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	2.7

Intersection						
Int Delay, s/veh	2.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	59	14	52	124	19	38
Future Vol, veh/h	59	14	52	124	19	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	82	82	82	82	82	82
Heavy Vehicles, %	7	0	4	0	0	0
Mvmt Flow	72	17	63	151	23	46

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	231	139	0	0	214
Stage 1	139	-	-	-	-
Stage 2	92	-	-	-	-
Critical Hdwy	6.47	6.2	-	-	4.1
Critical Hdwy Stg 1	5.47	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-
Follow-up Hdwy	3.563	3.3	-	-	2.2
Pot Cap-1 Maneuver	746	915	-	-	1368
Stage 1	876	-	-	-	-
Stage 2	919	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	733	915	-	-	1368
Mov Cap-2 Maneuver	733	-	-	-	-
Stage 1	876	-	-	-	-
Stage 2	903	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	2.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	762	1368
HCM Lane V/C Ratio	-	-	0.117	0.017
HCM Control Delay (s)	-	-	10.3	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1

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	13	32	65	42	2	24	27	114	47	33	171	10
Future Vol, veh/h	13	32	65	42	2	24	27	114	47	33	171	10
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	3	0	0	20	1	0	0	0	0
Mvmt Flow	16	40	81	53	3	30	34	143	59	41	214	13

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	560	573	221	604	550	173	227	0	0	202	0	0
Stage 1	303	303	-	241	241	-	-	-	-	-	-	-
Stage 2	257	270	-	363	309	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.13	6.5	6.2	4.3	-	-	4.1	-	-
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	3.5	4	3.3	3.527	4	3.3	2.38	-	-	2.2	-	-
Pot Cap-1 Maneuver	442	432	824	409	446	876	1242	-	-	1382	-	-
Stage 1	711	667	-	760	710	-	-	-	-	-	-	-
Stage 2	752	690	-	654	663	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	404	404	824	324	417	876	1242	-	-	1382	-	-
Mov Cap-2 Maneuver	404	404	-	324	417	-	-	-	-	-	-	-
Stage 1	689	644	-	736	688	-	-	-	-	-	-	-
Stage 2	701	669	-	534	640	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.2		15.7		1.1		1.2	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1242	-	-	578	420	1382	-	-
HCM Lane V/C Ratio	0.027	-	-	0.238	0.202	0.03	-	-
HCM Control Delay (s)	8	0	-	13.2	15.7	7.7	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.9	0.7	0.1	-	-

Intersection						
Int Delay, s/veh	1.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	32	162	49	57	221
Future Vol, veh/h	17	32	162	49	57	221
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	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	1
Mvmt Flow	21	40	200	60	70	273

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	643	230	0	0	260
Stage 1	230	-	-	-	-
Stage 2	413	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	441	814	-	-	1316
Stage 1	813	-	-	-	-
Stage 2	672	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	413	814	-	-	1316
Mov Cap-2 Maneuver	413	-	-	-	-
Stage 1	813	-	-	-	-
Stage 2	630	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.6	0	1.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	609	1316
HCM Lane V/C Ratio	-	-	0.099	0.053
HCM Control Delay (s)	-	-	11.6	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0.2

Intersection						
Int Delay, s/veh	5.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	66	128	50	110	62	34
Future Vol, veh/h	66	128	50	110	62	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	90	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	12	0	0	2	2	39
Mvmt Flow	79	152	60	131	74	40

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	345	94	114	0	0
Stage 1	94	-	-	-	-
Stage 2	251	-	-	-	-
Critical Hdwy	6.52	6.2	4.1	-	-
Critical Hdwy Stg 1	5.52	-	-	-	-
Critical Hdwy Stg 2	5.52	-	-	-	-
Follow-up Hdwy	3.608	3.3	2.2	-	-
Pot Cap-1 Maneuver	632	968	1488	-	-
Stage 1	905	-	-	-	-
Stage 2	768	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	605	968	1488	-	-
Mov Cap-2 Maneuver	605	-	-	-	-
Stage 1	866	-	-	-	-
Stage 2	768	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.2	2.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1488	-	605	968	-	-
HCM Lane V/C Ratio	0.04	-	0.13	0.157	-	-
HCM Control Delay (s)	7.5	0	11.8	9.4	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	0.6	-	-

HCM 6th TWSC
3: High Pass & Oaklea

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Intersection						
Int Delay, s/veh	5.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	78	55	81	258	137	94
Future Vol, veh/h	78	55	81	258	137	94
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	94	94	94	94	94	93
Heavy Vehicles, %	2	2	1	0	6	0
Mvmt Flow	83	59	86	274	146	101

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	360	0	-	0	448
Stage 1	-	-	-	-	223
Stage 2	-	-	-	-	225
Critical Hdwy	4.12	-	-	-	6.46
Critical Hdwy Stg 1	-	-	-	-	5.46
Critical Hdwy Stg 2	-	-	-	-	5.46
Follow-up Hdwy	2.218	-	-	-	3.554
Pot Cap-1 Maneuver	1199	-	-	-	561
Stage 1	-	-	-	-	805
Stage 2	-	-	-	-	803
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1199	-	-	-	521
Mov Cap-2 Maneuver	-	-	-	-	521
Stage 1	-	-	-	-	747
Stage 2	-	-	-	-	803

Approach	EB	WB	SB
HCM Control Delay, s	4.8	0	14.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1199	-	-	-	613
HCM Lane V/C Ratio	0.069	-	-	-	0.403
HCM Control Delay (s)	8.2	0	-	-	14.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	1.9

Intersection						
Int Delay, s/veh	4.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	122	22	62	129	16	85
Future Vol, veh/h	122	22	62	129	16	85
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	85	85	85	85	85	85
Heavy Vehicles, %	1	0	0	0	0	3
Mvmt Flow	144	26	73	152	19	100

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	287	149	0	0	225
Stage 1	149	-	-	-	-
Stage 2	138	-	-	-	-
Critical Hdwy	6.41	6.2	-	-	4.1
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.3	-	-	2.2
Pot Cap-1 Maneuver	706	903	-	-	1356
Stage 1	881	-	-	-	-
Stage 2	891	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	695	903	-	-	1356
Mov Cap-2 Maneuver	695	-	-	-	-
Stage 1	881	-	-	-	-
Stage 2	878	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.5	0	1.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	720	1356
HCM Lane V/C Ratio	-	-	0.235	0.014
HCM Control Delay (s)	-	-	11.5	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.9	0

Intersection												
Int Delay, s/veh	6.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	27	21	72	22	31	42	120	223	42	28	173	35
Future Vol, veh/h	27	21	72	22	31	42	120	223	42	28	173	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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, %	0	0	0	0	0	0	0	0	0	0	1	0
Mvmt Flow	30	23	79	24	34	46	132	245	46	31	190	38

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	843	826	209	854	822	268	228	0	0	291	0	0
Stage 1	271	271	-	532	532	-	-	-	-	-	-	-
Stage 2	572	555	-	322	290	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	286	310	836	281	311	776	1352	-	-	1282	-	-
Stage 1	739	689	-	535	529	-	-	-	-	-	-	-
Stage 2	509	516	-	694	676	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	217	266	836	212	267	776	1352	-	-	1282	-	-
Mov Cap-2 Maneuver	217	266	-	212	267	-	-	-	-	-	-	-
Stage 1	653	670	-	472	467	-	-	-	-	-	-	-
Stage 2	392	456	-	590	657	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	17.7		19.8		2.5		0.9	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1352	-	-	415	347	1282	-	-
HCM Lane V/C Ratio	0.098	-	-	0.318	0.301	0.024	-	-
HCM Control Delay (s)	8	0	-	17.7	19.8	7.9	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	1.3	1.2	0.1	-	-

Intersection						
Int Delay, s/veh	2.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT			TT
Traffic Vol, veh/h	41	71	313	24	59	208
Future Vol, veh/h	41	71	313	24	59	208
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	93	93	93	93	93	93
Heavy Vehicles, %	0	0	1	0	0	3
Mvmt Flow	44	76	337	26	63	224

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	700	350	0	0	363
Stage 1	350	-	-	-	-
Stage 2	350	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	409	698	-	-	1207
Stage 1	718	-	-	-	-
Stage 2	718	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	384	698	-	-	1207
Mov Cap-2 Maneuver	384	-	-	-	-
Stage 1	718	-	-	-	-
Stage 2	675	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.6	0	1.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	537	1207
HCM Lane V/C Ratio	-	-	0.224	0.053
HCM Control Delay (s)	-	-	13.6	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.9	0.2

Intersection						
Int Delay, s/veh	4.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	55	79	133	136	137	70
Future Vol, veh/h	55	79	133	136	137	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	90	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	9	3	2	1	1	0
Mvmt Flow	62	89	149	153	154	79

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	645	194	233	0	-	0
Stage 1	194	-	-	-	-	-
Stage 2	451	-	-	-	-	-
Critical Hdwy	6.49	6.23	4.12	-	-	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.581	3.327	2.218	-	-	-
Pot Cap-1 Maneuver	426	845	1335	-	-	-
Stage 1	822	-	-	-	-	-
Stage 2	627	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	374	845	1335	-	-	-
Mov Cap-2 Maneuver	374	-	-	-	-	-
Stage 1	722	-	-	-	-	-
Stage 2	627	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.6	4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1335	-	374	845	-	-
HCM Lane V/C Ratio	0.112	-	0.165	0.105	-	-
HCM Control Delay (s)	8	0	16.5	9.8	-	-
HCM Lane LOS	A	A	C	A	-	-
HCM 95th %tile Q(veh)	0.4	-	0.6	0.4	-	-

Intersection

Int Delay, s/veh 7.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	106	74	35	100	133	62
Future Vol, veh/h	106	74	35	100	133	62
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, %	1	0	0	0	0	2
Mvmt Flow	129	90	43	122	162	76

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	165	0	0
Stage 1	-	-	104
Stage 2	-	-	348
Critical Hdwy	4.11	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.209	-	3.5
Pot Cap-1 Maneuver	1419	-	569
Stage 1	-	-	925
Stage 2	-	-	719
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1419	-	514
Mov Cap-2 Maneuver	-	-	514
Stage 1	-	-	836
Stage 2	-	-	719

Approach	EB	WB	SB
HCM Control Delay, s	4.6	0	14.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1419	-	-	-	602
HCM Lane V/C Ratio	0.091	-	-	-	0.395
HCM Control Delay (s)	7.8	0	-	-	14.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.3	-	-	-	1.9

Intersection						
Int Delay, s/veh	3.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	57	15	40	111	21	37
Future Vol, veh/h	57	15	40	111	21	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	82	82	82	82	82	82
Heavy Vehicles, %	7	0	4	0	0	0
Mvmt Flow	70	18	49	135	26	45

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	214	117	0	0	184
Stage 1	117	-	-	-	-
Stage 2	97	-	-	-	-
Critical Hdwy	6.47	6.2	-	-	4.1
Critical Hdwy Stg 1	5.47	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-
Follow-up Hdwy	3.563	3.3	-	-	2.2
Pot Cap-1 Maneuver	763	941	-	-	1403
Stage 1	896	-	-	-	-
Stage 2	914	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	749	941	-	-	1403
Mov Cap-2 Maneuver	749	-	-	-	-
Stage 1	896	-	-	-	-
Stage 2	897	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.2	0	2.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	782	1403
HCM Lane V/C Ratio	-	-	0.112	0.018
HCM Control Delay (s)	-	-	10.2	7.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	16	14	46	2	26	6	117	51	31	153	9
Future Vol, veh/h	5	16	14	46	2	26	6	117	51	31	153	9
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	3	0	0	20	1	0	0	0	0
Mvmt Flow	6	20	18	58	3	33	8	146	64	39	191	11

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	487	501	197	488	474	178	202	0	0	210	0	0
Stage 1	275	275	-	194	194	-	-	-	-	-	-	-
Stage 2	212	226	-	294	280	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.13	6.5	6.2	4.3	-	-	4.1	-	-
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	3.5	4	3.3	3.527	4	3.3	2.38	-	-	2.2	-	-
Pot Cap-1 Maneuver	494	475	849	488	492	870	1269	-	-	1373	-	-
Stage 1	736	686	-	805	744	-	-	-	-	-	-	-
Stage 2	795	721	-	712	683	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	459	456	849	448	473	870	1269	-	-	1373	-	-
Mov Cap-2 Maneuver	459	456	-	448	473	-	-	-	-	-	-	-
Stage 1	731	664	-	799	739	-	-	-	-	-	-	-
Stage 2	757	716	-	655	661	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12	13	0.3	1.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1269	-	-	560	541	1373	-	-
HCM Lane V/C Ratio	0.006	-	-	0.078	0.171	0.028	-	-
HCM Control Delay (s)	7.9	0	-	12	13	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.6	0.1	-	-

Intersection						
Int Delay, s/veh	1.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	27	153	54	41	171
Future Vol, veh/h	18	27	153	54	41	171
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	81	81	81	81	81	81
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	22	33	189	67	51	211

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	536	223	0	0	256
Stage 1	223	-	-	-	-
Stage 2	313	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	509	822	-	-	1321
Stage 1	819	-	-	-	-
Stage 2	746	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	487	822	-	-	1321
Mov Cap-2 Maneuver	487	-	-	-	-
Stage 1	819	-	-	-	-
Stage 2	713	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.1	0	1.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	645	1321
HCM Lane V/C Ratio	-	-	0.086	0.038
HCM Control Delay (s)	-	-	11.1	7.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1

Intersection						
Int Delay, s/veh	4.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	40	100	44	110	66	28
Future Vol, veh/h	40	100	44	110	66	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	90	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	12	0	0	2	2	39
Mvmt Flow	48	119	52	131	79	33

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	331	96	112	0	0
Stage 1	96	-	-	-	-
Stage 2	235	-	-	-	-
Critical Hdwy	6.52	6.2	4.1	-	-
Critical Hdwy Stg 1	5.52	-	-	-	-
Critical Hdwy Stg 2	5.52	-	-	-	-
Follow-up Hdwy	3.608	3.3	2.2	-	-
Pot Cap-1 Maneuver	644	966	1490	-	-
Stage 1	903	-	-	-	-
Stage 2	781	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	620	966	1490	-	-
Mov Cap-2 Maneuver	620	-	-	-	-
Stage 1	869	-	-	-	-
Stage 2	781	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.9	2.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1490	-	620	966	-	-
HCM Lane V/C Ratio	0.035	-	0.077	0.123	-	-
HCM Control Delay (s)	7.5	0	11.3	9.3	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	0.4	-	-

HCM 6th TWSC
3: High Pass & Oaklea

02/10/2023

Intersection

Int Delay, s/veh 5.1

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	68	60	89	216	112	93
Future Vol, veh/h	68	60	89	216	112	93
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	94	94	94	94	94	93
Heavy Vehicles, %	2	2	1	0	6	0
Mvmt Flow	72	64	95	230	119	100

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	325	0	-	0	418	210
Stage 1	-	-	-	-	210	-
Stage 2	-	-	-	-	208	-
Critical Hdwy	4.12	-	-	-	6.46	6.2
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	2.218	-	-	-	3.554	3.3
Pot Cap-1 Maneuver	1235	-	-	-	584	835
Stage 1	-	-	-	-	816	-
Stage 2	-	-	-	-	817	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1235	-	-	-	549	835
Mov Cap-2 Maneuver	-	-	-	-	549	-
Stage 1	-	-	-	-	767	-
Stage 2	-	-	-	-	817	-

Approach EB WB SB

HCM Control Delay, s	4.3	0	13.3
HCM LOS			B

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h)	1235	-	-	-	651
HCM Lane V/C Ratio	0.059	-	-	-	0.337
HCM Control Delay (s)	8.1	0	-	-	13.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	1.5

Intersection						
Int Delay, s/veh	3.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	103	24	57	124	17	76
Future Vol, veh/h	103	24	57	124	17	76
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	85	85	85	85	85	85
Heavy Vehicles, %	1	0	0	0	0	3
Mvmt Flow	121	28	67	146	20	89

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	269	140	0	0	213
Stage 1	140	-	-	-	-
Stage 2	129	-	-	-	-
Critical Hdwy	6.41	6.2	-	-	4.1
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.3	-	-	2.2
Pot Cap-1 Maneuver	722	913	-	-	1369
Stage 1	889	-	-	-	-
Stage 2	899	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	711	913	-	-	1369
Mov Cap-2 Maneuver	711	-	-	-	-
Stage 1	889	-	-	-	-
Stage 2	886	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.1	0	1.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	742	1369
HCM Lane V/C Ratio	-	-	0.201	0.015
HCM Control Delay (s)	-	-	11.1	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.7	0

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	22	12	28	24	15	37	52	211	46	24	175	26
Future Vol, veh/h	22	12	28	24	15	37	52	211	46	24	175	26
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	-	-	-	-	-	-	-	-	-	-	-	-
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, %	0	0	0	0	0	0	0	0	0	0	1	0
Mvmt Flow	24	13	31	26	16	41	57	232	51	26	192	29

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	659	656	207	653	645	258	221	0	0	283	0	0
Stage 1	259	259	-	372	372	-	-	-	-	-	-	-
Stage 2	400	397	-	281	273	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	380	388	839	383	393	786	1360	-	-	1291	-	-
Stage 1	750	697	-	653	622	-	-	-	-	-	-	-
Stage 2	630	607	-	730	688	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	329	360	839	339	365	786	1360	-	-	1291	-	-
Mov Cap-2 Maneuver	329	360	-	339	365	-	-	-	-	-	-	-
Stage 1	713	681	-	620	591	-	-	-	-	-	-	-
Stage 2	552	577	-	674	672	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.1		14.1		1.3		0.8	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1360	-	-	464	478	1291	-	-
HCM Lane V/C Ratio	0.042	-	-	0.147	0.175	0.02	-	-
HCM Control Delay (s)	7.8	0	-	14.1	14.1	7.8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.6	0.1	-	-

Intersection						
Int Delay, s/veh	2.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	44	50	259	26	48	179
Future Vol, veh/h	44	50	259	26	48	179
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	93	93	93	93	93	93
Heavy Vehicles, %	0	0	1	0	0	3
Mvmt Flow	47	54	278	28	52	192

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	588	292	0	0	306
Stage 1	292	-	-	-	-
Stage 2	296	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	475	752	-	-	1266
Stage 1	762	-	-	-	-
Stage 2	759	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	453	752	-	-	1266
Mov Cap-2 Maneuver	453	-	-	-	-
Stage 1	762	-	-	-	-
Stage 2	724	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.6	0	1.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	575	1266
HCM Lane V/C Ratio	-	-	0.176	0.041
HCM Control Delay (s)	-	-	12.6	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.6	0.1

Intersection						
Int Delay, s/veh	3.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	41	66	103	140	138	41
Future Vol, veh/h	41	66	103	140	138	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	90	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	9	3	2	1	1	0
Mvmt Flow	46	74	116	157	155	46

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	567	178	201	0	-	0
Stage 1	178	-	-	-	-	-
Stage 2	389	-	-	-	-	-
Critical Hdwy	6.49	6.23	4.12	-	-	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.581	3.327	2.218	-	-	-
Pot Cap-1 Maneuver	473	862	1371	-	-	-
Stage 1	836	-	-	-	-	-
Stage 2	670	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	429	862	1371	-	-	-
Mov Cap-2 Maneuver	429	-	-	-	-	-
Stage 1	758	-	-	-	-	-
Stage 2	670	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.4	3.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1371	-	429	862	-	-
HCM Lane V/C Ratio	0.084	-	0.107	0.086	-	-
HCM Control Delay (s)	7.9	0	14.4	9.6	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0.3	-	0.4	0.3	-	-

HCM 6th TWSC
3: High Pass & Oaklea

02/09/2023

Intersection						
Int Delay, s/veh	9.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	111	74	35	116	180	77
Future Vol, veh/h	111	74	35	116	180	77
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, %	1	0	0	0	0	2
Mvmt Flow	135	90	43	141	220	94

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	184	0	-	0	474 114
Stage 1	-	-	-	-	114 -
Stage 2	-	-	-	-	360 -
Critical Hdwy	4.11	-	-	-	6.4 6.22
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.209	-	-	-	3.5 3.318
Pot Cap-1 Maneuver	1397	-	-	-	553 939
Stage 1	-	-	-	-	916 -
Stage 2	-	-	-	-	710 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1397	-	-	-	497 939
Mov Cap-2 Maneuver	-	-	-	-	497 -
Stage 1	-	-	-	-	823 -
Stage 2	-	-	-	-	710 -

Approach	EB	WB	SB
HCM Control Delay, s	4.7	0	18.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1397	-	-	-	579
HCM Lane V/C Ratio	0.097	-	-	-	0.541
HCM Control Delay (s)	7.9	0	-	-	18.3
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	3.2

Intersection						
Int Delay, s/veh	3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	63	15	55	132	21	41
Future Vol, veh/h	63	15	55	132	21	41
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	82	82	82	82	82	82
Heavy Vehicles, %	7	0	4	0	0	0
Mvmt Flow	77	18	67	161	26	50

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	250	148	0	0	228
Stage 1	148	-	-	-	-
Stage 2	102	-	-	-	-
Critical Hdwy	6.47	6.2	-	-	4.1
Critical Hdwy Stg 1	5.47	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-
Follow-up Hdwy	3.563	3.3	-	-	2.2
Pot Cap-1 Maneuver	728	904	-	-	1352
Stage 1	867	-	-	-	-
Stage 2	910	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	713	904	-	-	1352
Mov Cap-2 Maneuver	713	-	-	-	-
Stage 1	867	-	-	-	-
Stage 2	892	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.6	0	2.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	743	1352
HCM Lane V/C Ratio	-	-	0.128	0.019
HCM Control Delay (s)	-	-	10.6	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	33	67	46	2	26	28	123	51	35	181	11
Future Vol, veh/h	14	33	67	46	2	26	28	123	51	35	181	11
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	3	0	0	20	1	0	0	0	0
Mvmt Flow	18	41	84	58	3	33	35	154	64	44	226	14

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	595	609	233	640	584	186	240	0	0	218	0	0
Stage 1	321	321	-	256	256	-	-	-	-	-	-	-
Stage 2	274	288	-	384	328	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.13	6.5	6.2	4.3	-	-	4.1	-	-
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	3.5	4	3.3	3.527	4	3.3	2.38	-	-	2.2	-	-
Pot Cap-1 Maneuver	419	412	811	387	426	861	1228	-	-	1364	-	-
Stage 1	695	655	-	746	699	-	-	-	-	-	-	-
Stage 2	736	677	-	637	651	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	380	384	811	302	397	861	1228	-	-	1364	-	-
Mov Cap-2 Maneuver	380	384	-	302	397	-	-	-	-	-	-	-
Stage 1	672	631	-	721	676	-	-	-	-	-	-	-
Stage 2	682	655	-	514	627	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.7		16.9		1.1		1.2	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1228	-	-	555	395	1364	-	-
HCM Lane V/C Ratio	0.029	-	-	0.257	0.234	0.032	-	-
HCM Control Delay (s)	8	0	-	13.7	16.9	7.7	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1	0.9	0.1	-	-

Intersection						
Int Delay, s/veh	1.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	34	174	54	60	233
Future Vol, veh/h	18	34	174	54	60	233
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	81	81	81	81	81	81
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	22	42	215	67	74	288

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	685	249	0	0	282	0
Stage 1	249	-	-	-	-	-
Stage 2	436	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	417	795	-	-	1292	-
Stage 1	797	-	-	-	-	-
Stage 2	656	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	389	795	-	-	1292	-
Mov Cap-2 Maneuver	389	-	-	-	-	-
Stage 1	797	-	-	-	-	-
Stage 2	611	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.9	0	1.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	584	1292
HCM Lane V/C Ratio	-	-	0.11	0.057
HCM Control Delay (s)	-	-	11.9	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0.2

Intersection						
Int Delay, s/veh	5.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	67	132	52	119	68	36
Future Vol, veh/h	67	132	52	119	68	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	90	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	12	0	0	2	2	39
Mvmt Flow	80	157	62	142	81	43

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	369	103	124	0	0
Stage 1	103	-	-	-	-
Stage 2	266	-	-	-	-
Critical Hdwy	6.52	6.2	4.1	-	-
Critical Hdwy Stg 1	5.52	-	-	-	-
Critical Hdwy Stg 2	5.52	-	-	-	-
Follow-up Hdwy	3.608	3.3	2.2	-	-
Pot Cap-1 Maneuver	612	957	1475	-	-
Stage 1	897	-	-	-	-
Stage 2	756	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	584	957	1475	-	-
Mov Cap-2 Maneuver	584	-	-	-	-
Stage 1	856	-	-	-	-
Stage 2	756	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	2.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1475	-	584	957	-	-
HCM Lane V/C Ratio	0.042	-	0.137	0.164	-	-
HCM Control Delay (s)	7.5	0	12.1	9.5	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	0.6	-	-

Intersection

Int Delay, s/veh 6.1

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	83	60	89	272	144	102
Future Vol, veh/h	83	60	89	272	144	102
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	94	94	94	94	94	93
Heavy Vehicles, %	2	2	1	0	6	0
Mvmt Flow	88	64	95	289	153	110

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	384	0	-	0	480	240
Stage 1	-	-	-	-	240	-
Stage 2	-	-	-	-	240	-
Critical Hdwy	4.12	-	-	-	6.46	6.2
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	2.218	-	-	-	3.554	3.3
Pot Cap-1 Maneuver	1174	-	-	-	537	804
Stage 1	-	-	-	-	791	-
Stage 2	-	-	-	-	791	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1174	-	-	-	495	804
Mov Cap-2 Maneuver	-	-	-	-	495	-
Stage 1	-	-	-	-	729	-
Stage 2	-	-	-	-	791	-

Approach EB WB SB

HCM Control Delay, s	4.8	0	15.9
HCM LOS			C

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h)	1174	-	-	-	590
HCM Lane V/C Ratio	0.075	-	-	-	0.446
HCM Control Delay (s)	8.3	0	-	-	15.9
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	2.3

Intersection						
Int Delay, s/veh	4.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	128	24	66	138	17	91
Future Vol, veh/h	128	24	66	138	17	91
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	85	85	85	85	85	85
Heavy Vehicles, %	1	0	0	0	0	3
Mvmt Flow	151	28	78	162	20	107

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	306	159	0	0	240
Stage 1	159	-	-	-	-
Stage 2	147	-	-	-	-
Critical Hdwy	6.41	6.2	-	-	4.1
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.3	-	-	2.2
Pot Cap-1 Maneuver	688	892	-	-	1339
Stage 1	872	-	-	-	-
Stage 2	883	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	677	892	-	-	1339
Mov Cap-2 Maneuver	677	-	-	-	-
Stage 1	872	-	-	-	-
Stage 2	869	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.8	0	1.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	704	1339
HCM Lane V/C Ratio	-	-	0.254	0.015
HCM Control Delay (s)	-	-	11.8	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	1	0

Intersection												
Int Delay, s/veh	6.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	29	22	73	24	32	45	121	237	46	29	186	36
Future Vol, veh/h	29	22	73	24	32	45	121	237	46	29	186	36
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	-	-	-	-	-	-	-	-	-	-	-	-
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, %	0	0	0	0	0	0	0	0	0	0	1	0
Mvmt Flow	32	24	80	26	35	49	133	260	51	32	204	40

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	882	865	224	892	860	286	244	0	0	311	0	0
Stage 1	288	288	-	552	552	-	-	-	-	-	-	-
Stage 2	594	577	-	340	308	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	269	294	820	265	296	758	1334	-	-	1261	-	-
Stage 1	724	677	-	522	518	-	-	-	-	-	-	-
Stage 2	495	505	-	679	664	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	200	251	820	197	252	758	1334	-	-	1261	-	-
Mov Cap-2 Maneuver	200	251	-	197	252	-	-	-	-	-	-	-
Stage 1	636	657	-	459	455	-	-	-	-	-	-	-
Stage 2	375	444	-	572	644	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	19.4		21.5		2.4		0.9	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1334	-	-	385	328	1261	-	-
HCM Lane V/C Ratio	0.1	-	-	0.354	0.338	0.025	-	-
HCM Control Delay (s)	8	0	-	19.4	21.5	7.9	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	1.6	1.5	0.1	-	-

Intersection						
Int Delay, s/veh	2.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT			TT
Traffic Vol, veh/h	44	74	330	26	63	220
Future Vol, veh/h	44	74	330	26	63	220
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	93	93	93	93	93	93
Heavy Vehicles, %	0	0	1	0	0	3
Mvmt Flow	47	80	355	28	68	237

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	742	369	0	0	383
Stage 1	369	-	-	-	-
Stage 2	373	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	386	681	-	-	1187
Stage 1	704	-	-	-	-
Stage 2	701	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	361	681	-	-	1187
Mov Cap-2 Maneuver	361	-	-	-	-
Stage 1	704	-	-	-	-
Stage 2	655	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.3	0	1.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	512	1187
HCM Lane V/C Ratio	-	-	0.248	0.057
HCM Control Delay (s)	-	-	14.3	8.2
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	1	0.2

Intersection						
Int Delay, s/veh	4.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	57	82	137	147	148	71
Future Vol, veh/h	57	82	137	147	148	71
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	90	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	9	3	2	1	1	0
Mvmt Flow	64	92	154	165	166	80

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	679	206	246	0	-	0
Stage 1	206	-	-	-	-	-
Stage 2	473	-	-	-	-	-
Critical Hdwy	6.49	6.23	4.12	-	-	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.581	3.327	2.218	-	-	-
Pot Cap-1 Maneuver	407	832	1320	-	-	-
Stage 1	812	-	-	-	-	-
Stage 2	613	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	355	832	1320	-	-	-
Mov Cap-2 Maneuver	355	-	-	-	-	-
Stage 1	708	-	-	-	-	-
Stage 2	613	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13	3.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1320	-	355	832	-	-
HCM Lane V/C Ratio	0.117	-	0.18	0.111	-	-
HCM Control Delay (s)	8.1	0	17.4	9.9	-	-
HCM Lane LOS	A	A	C	A	-	-
HCM 95th %tile Q(veh)	0.4	-	0.6	0.4	-	-

Reserve Phases
3-6

Intersection: 3: High Pass & Oaklea, Interval #1

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	52	9	69
Average Queue (ft)	16	1	38
95th Queue (ft)	50	10	64
Link Distance (ft)	2135	2563	1224
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: High Pass & Oaklea, Interval #2

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	38	61
Average Queue (ft)	5	33
95th Queue (ft)	25	49
Link Distance (ft)	2135	1224
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: High Pass & Oaklea, All Intervals

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	55	9	73
Average Queue (ft)	8	0	34
95th Queue (ft)	33	5	54
Link Distance (ft)	2135	2563	1224
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Oaklea & 18th, Interval #1

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	44	11
Average Queue (ft)	23	2
95th Queue (ft)	42	15
Link Distance (ft)	1402	842
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Oaklea & 18th, Interval #2

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	53	10
Average Queue (ft)	21	1
95th Queue (ft)	43	8
Link Distance (ft)	1402	842
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Oaklea & 18th, All Intervals

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	53	22
Average Queue (ft)	21	1
95th Queue (ft)	43	10
Link Distance (ft)	1402	842
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Oaklea & 10th, Interval #1

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	30	50	11	20
Average Queue (ft)	18	34	2	3
95th Queue (ft)	41	55	12	16
Link Distance (ft)	609	1993	1255	1556
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Oaklea & 10th, Interval #2

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	35	63	12	16
Average Queue (ft)	18	30	1	2
95th Queue (ft)	42	56	7	14
Link Distance (ft)	609	1993	1255	1556
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Oaklea & 10th, All Intervals

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	35	63	17	26
Average Queue (ft)	18	31	1	2
95th Queue (ft)	42	56	9	15
Link Distance (ft)	609	1993	1255	1556
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Oaklea & 6th, Interval #1

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	35	27
Average Queue (ft)	23	5
95th Queue (ft)	44	25
Link Distance (ft)	2235	1255
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Oaklea & 6th, Interval #2

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	35	26
Average Queue (ft)	20	3
95th Queue (ft)	42	16
Link Distance (ft)	2235	1255
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Oaklea & 6th, All Intervals

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	39	32
Average Queue (ft)	21	3
95th Queue (ft)	43	19
Link Distance (ft)	2235	1255
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Oaklea & 15th, Interval #1

Movement	EB	EB	NB
Directions Served	L	R	LT
Maximum Queue (ft)	42	42	11
Average Queue (ft)	19	28	2
95th Queue (ft)	49	46	12
Link Distance (ft)		521	1556
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	90		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 11: Oaklea & 15th, Interval #2

Movement	EB	EB	NB
Directions Served	L	R	LT
Maximum Queue (ft)	45	38	31
Average Queue (ft)	15	21	2
95th Queue (ft)	42	43	14
Link Distance (ft)		521	1556
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	90		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 11: Oaklea & 15th, All Intervals

Movement	EB	EB	NB
Directions Served	L	R	LT
Maximum Queue (ft)	57	47	32
Average Queue (ft)	16	23	2
95th Queue (ft)	44	44	13
Link Distance (ft)		521	1556
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	90		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty, Interval #1: 0
Network wide Queuing Penalty, Interval #2: 0
Network wide Queuing Penalty, All Intervals: 0

Intersection: 3: High Pass & Oaklea, Interval #1

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	36	58
Average Queue (ft)	8	38
95th Queue (ft)	30	57
Link Distance (ft)	2135	1224
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: High Pass & Oaklea, Interval #2

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	39	4	62
Average Queue (ft)	10	0	35
95th Queue (ft)	35	5	54
Link Distance (ft)	2135	2563	1224
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: High Pass & Oaklea, All Intervals

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	44	4	65
Average Queue (ft)	10	0	35
95th Queue (ft)	34	4	55
Link Distance (ft)	2135	2563	1224
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Oaklea & 18th, Interval #1

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	37	6
Average Queue (ft)	24	2
95th Queue (ft)	34	13
Link Distance (ft)	1402	842
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Oaklea & 18th, Interval #2

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	35	22
Average Queue (ft)	22	2
95th Queue (ft)	34	14
Link Distance (ft)	1402	842
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Oaklea & 18th, All Intervals

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	42	22
Average Queue (ft)	23	2
95th Queue (ft)	34	14
Link Distance (ft)	1402	842
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Oaklea & 10th, Interval #1

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	30	45	20	20
Average Queue (ft)	19	33	3	3
95th Queue (ft)	41	48	16	20
Link Distance (ft)	609	1993	1255	1556
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Oaklea & 10th, Interval #2

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	30	58	16	21
Average Queue (ft)	15	27	1	2
95th Queue (ft)	39	53	10	13
Link Distance (ft)	609	1993	1255	1556
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Oaklea & 10th, All Intervals

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	30	58	21	31
Average Queue (ft)	16	28	2	2
95th Queue (ft)	39	53	12	15
Link Distance (ft)	609	1993	1255	1556
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Oaklea & 6th, Interval #1

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	46	22
Average Queue (ft)	30	5
95th Queue (ft)	47	21
Link Distance (ft)	2235	1255
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Oaklea & 6th, Interval #2

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	54	29
Average Queue (ft)	29	5
95th Queue (ft)	49	23
Link Distance (ft)	2235	1255
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Oaklea & 6th, All Intervals

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	55	30
Average Queue (ft)	29	5
95th Queue (ft)	49	23
Link Distance (ft)	2235	1255
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Oaklea & 15th, Interval #1

Movement	EB	EB	NB
Directions Served	L	R	LT
Maximum Queue (ft)	44	33	27
Average Queue (ft)	21	20	8
95th Queue (ft)	49	43	28
Link Distance (ft)		521	1556
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	90		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 11: Oaklea & 15th, Interval #2

Movement	EB	EB	NB
Directions Served	L	R	LT
Maximum Queue (ft)	45	54	37
Average Queue (ft)	15	20	4
95th Queue (ft)	40	47	22
Link Distance (ft)		521	1556
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	90		
Storage Blk Time (%)		0	
Queuing Penalty (veh)		0	

Intersection: 11: Oaklea & 15th, All Intervals

Movement	EB	EB	NB
Directions Served	L	R	LT
Maximum Queue (ft)	51	59	37
Average Queue (ft)	16	20	5
95th Queue (ft)	43	46	24
Link Distance (ft)		521	1556
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	90		
Storage Blk Time (%)		0	
Queuing Penalty (veh)		0	

Network Summary

Network wide Queuing Penalty, Interval #1: 0
Network wide Queuing Penalty, Interval #2: 0
Network wide Queuing Penalty, All Intervals: 0

Intersection: 3: High Pass & Oaklea, Interval #1

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	44	4	74
Average Queue (ft)	16	1	44
95th Queue (ft)	41	7	75
Link Distance (ft)	2135	2563	1224
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: High Pass & Oaklea, Interval #2

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	39	9	88
Average Queue (ft)	11	0	41
95th Queue (ft)	37	4	69
Link Distance (ft)	2135	2563	1224
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: High Pass & Oaklea, All Intervals

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	44	9	88
Average Queue (ft)	12	0	42
95th Queue (ft)	38	5	71
Link Distance (ft)	2135	2563	1224
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Oaklea & 18th, Interval #1

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	51	27
Average Queue (ft)	24	6
95th Queue (ft)	47	28
Link Distance (ft)	1402	842
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Oaklea & 18th, Interval #2

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	57	4	26
Average Queue (ft)	23	0	2
95th Queue (ft)	43	4	15
Link Distance (ft)	1402	1057	842
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Oaklea & 18th, All Intervals

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	60	4	32
Average Queue (ft)	23	0	3
95th Queue (ft)	44	3	19
Link Distance (ft)	1402	1057	842
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Oaklea & 10th, Interval #1

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	34	55	28
Average Queue (ft)	22	40	5
95th Queue (ft)	44	61	21
Link Distance (ft)	609	1993	1556
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Oaklea & 10th, Interval #2

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	35	60	11	28
Average Queue (ft)	20	30	1	4
95th Queue (ft)	43	58	7	20
Link Distance (ft)	609	1993	1255	1556
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Oaklea & 10th, All Intervals

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	35	60	11	29
Average Queue (ft)	20	32	1	4
95th Queue (ft)	43	59	6	20
Link Distance (ft)	609	1993	1255	1556
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Oaklea & 6th, Interval #1

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	40	24
Average Queue (ft)	23	9
95th Queue (ft)	47	30
Link Distance (ft)	2235	1255
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Oaklea & 6th, Interval #2

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	44	37
Average Queue (ft)	23	4
95th Queue (ft)	44	21
Link Distance (ft)	2235	1255
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Oaklea & 6th, All Intervals

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	45	38
Average Queue (ft)	23	5
95th Queue (ft)	45	24
Link Distance (ft)	2235	1255
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Oaklea & 15th, Interval #1

Movement	EB	EB	NB
Directions Served	L	R	LT
Maximum Queue (ft)	54	51	21
Average Queue (ft)	30	32	3
95th Queue (ft)	60	44	17
Link Distance (ft)		521	1556
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	90		
Storage Blk Time (%)	0	0	
Queuing Penalty (veh)	0	0	

Intersection: 11: Oaklea & 15th, Interval #2

Movement	EB	EB	NB
Directions Served	L	R	LT
Maximum Queue (ft)	70	49	30
Average Queue (ft)	24	29	4
95th Queue (ft)	58	44	19
Link Distance (ft)		521	1556
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	90		
Storage Blk Time (%)	0		
Queuing Penalty (veh)	0		

Intersection: 11: Oaklea & 15th, All Intervals

Movement	EB	EB	NB
Directions Served	L	R	LT
Maximum Queue (ft)	70	56	30
Average Queue (ft)	25	30	4
95th Queue (ft)	59	44	19
Link Distance (ft)		521	1556
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	90		
Storage Blk Time (%)	0	0	
Queuing Penalty (veh)	0	0	

Network Summary

Network wide Queuing Penalty, Interval #1: 0
Network wide Queuing Penalty, Interval #2: 0
Network wide Queuing Penalty, All Intervals: 0

Intersection: 3: High Pass & Oaklea, Interval #1

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	48	79
Average Queue (ft)	21	47
95th Queue (ft)	52	79
Link Distance (ft)	2135	1224
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: High Pass & Oaklea, Interval #2

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	52	19	89
Average Queue (ft)	14	1	43
95th Queue (ft)	42	11	74
Link Distance (ft)	2135	2563	1224
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: High Pass & Oaklea, All Intervals

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	55	19	98
Average Queue (ft)	16	1	44
95th Queue (ft)	45	9	76
Link Distance (ft)	2135	2563	1224
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Oaklea & 18th, Interval #1

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	48	11
Average Queue (ft)	30	2
95th Queue (ft)	50	12
Link Distance (ft)	1402	842
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Oaklea & 18th, Interval #2

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	57	31
Average Queue (ft)	26	5
95th Queue (ft)	44	23
Link Distance (ft)	1402	842
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Oaklea & 18th, All Intervals

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	62	37
Average Queue (ft)	27	4
95th Queue (ft)	46	21
Link Distance (ft)	1402	842
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Oaklea & 10th, Interval #1

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	34	53	43	22
Average Queue (ft)	29	35	12	5
95th Queue (ft)	39	59	42	23
Link Distance (ft)	609	1993	1255	1556
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Oaklea & 10th, Interval #2

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	53	63	34	42
Average Queue (ft)	28	30	9	5
95th Queue (ft)	48	57	31	25
Link Distance (ft)	609	1993	1255	1556
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Oaklea & 10th, All Intervals

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	53	71	49	43
Average Queue (ft)	28	31	9	5
95th Queue (ft)	46	58	34	24
Link Distance (ft)	609	1993	1255	1556
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Oaklea & 6th, Interval #1

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	57	43
Average Queue (ft)	33	13
95th Queue (ft)	54	42
Link Distance (ft)	2235	1255
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Oaklea & 6th, Interval #2

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	61	52
Average Queue (ft)	29	8
95th Queue (ft)	50	34
Link Distance (ft)	2235	1255
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Oaklea & 6th, All Intervals

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	66	52
Average Queue (ft)	30	10
95th Queue (ft)	51	36
Link Distance (ft)	2235	1255
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Oaklea & 15th, Interval #1

Movement	EB	EB	NB
Directions Served	L	R	LT
Maximum Queue (ft)	52	47	42
Average Queue (ft)	30	32	14
95th Queue (ft)	58	52	44
Link Distance (ft)		521	1556
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	90		
Storage Blk Time (%)		0	
Queuing Penalty (veh)		0	

Intersection: 11: Oaklea & 15th, Interval #2

Movement	EB	EB	NB	SB
Directions Served	L	R	LT	TR
Maximum Queue (ft)	62	60	52	4
Average Queue (ft)	24	29	12	0
95th Queue (ft)	53	52	39	4
Link Distance (ft)		521	1556	1057
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	90			
Storage Blk Time (%)		0		
Queuing Penalty (veh)		0		

Intersection: 11: Oaklea & 15th, All Intervals

Movement	EB	EB	NB	SB
Directions Served	L	R	LT	TR
Maximum Queue (ft)	65	64	61	4
Average Queue (ft)	25	30	12	0
95th Queue (ft)	55	52	41	3
Link Distance (ft)		521	1556	1057
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	90			
Storage Blk Time (%)		0		
Queuing Penalty (veh)		0		

Network Summary

Network wide Queuing Penalty, Interval #1: 0
Network wide Queuing Penalty, Interval #2: 0
Network wide Queuing Penalty, All Intervals: 0

Intersection: 3: High Pass & Oaklea, Interval #1

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	43	4	78
Average Queue (ft)	19	1	53
95th Queue (ft)	49	7	82
Link Distance (ft)	2135	2563	1224
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: High Pass & Oaklea, Interval #2

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	35	96
Average Queue (ft)	10	43
95th Queue (ft)	33	73
Link Distance (ft)	2135	1224
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: High Pass & Oaklea, All Intervals

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	43	4	100
Average Queue (ft)	12	0	46
95th Queue (ft)	38	3	76
Link Distance (ft)	2135	2563	1224
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Oaklea & 18th, Interval #1

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	50	4	21
Average Queue (ft)	29	0	4
95th Queue (ft)	48	0	19
Link Distance (ft)	1402	1057	842
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Oaklea & 18th, Interval #2

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	52	27
Average Queue (ft)	25	3
95th Queue (ft)	44	15
Link Distance (ft)	1402	842
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Oaklea & 18th, All Intervals

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	57	4	27
Average Queue (ft)	26	0	3
95th Queue (ft)	45	0	16
Link Distance (ft)	1402	1057	842
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Oaklea & 10th, Interval #1

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	67	78	34	22
Average Queue (ft)	39	38	9	7
95th Queue (ft)	63	73	36	27
Link Distance (ft)	609	1993	1255	1556
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Oaklea & 10th, Interval #2

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	61	58	48	37
Average Queue (ft)	31	31	5	5
95th Queue (ft)	51	54	31	25
Link Distance (ft)	609	1993	1255	1556
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Oaklea & 10th, All Intervals

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	68	81	50	38
Average Queue (ft)	33	33	6	6
95th Queue (ft)	55	59	32	25
Link Distance (ft)	609	1993	1255	1556
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Oaklea & 6th, Interval #1

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	49	4	47
Average Queue (ft)	29	1	19
95th Queue (ft)	49	7	49
Link Distance (ft)	2235	1224	1255
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Oaklea & 6th, Interval #2

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	40	4	34
Average Queue (ft)	22	0	8
95th Queue (ft)	43	3	30
Link Distance (ft)	2235	1224	1255
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Oaklea & 6th, All Intervals

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	49	4	48
Average Queue (ft)	24	0	11
95th Queue (ft)	45	4	36
Link Distance (ft)	2235	1224	1255
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 11: Oaklea & 15th, Interval #1

Movement	EB	EB	NB
Directions Served	L	R	LT
Maximum Queue (ft)	61	56	36
Average Queue (ft)	35	39	12
95th Queue (ft)	62	60	37
Link Distance (ft)		521	1556
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	90		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 11: Oaklea & 15th, Interval #2

Movement	EB	EB	NB
Directions Served	L	R	LT
Maximum Queue (ft)	66	57	37
Average Queue (ft)	31	32	3
95th Queue (ft)	60	49	19
Link Distance (ft)		521	1556
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	90		
Storage Blk Time (%)	0	0	
Queuing Penalty (veh)	0	0	

Intersection: 11: Oaklea & 15th, All Intervals

Movement	EB	EB	NB
Directions Served	L	R	LT
Maximum Queue (ft)	72	60	37
Average Queue (ft)	32	34	5
95th Queue (ft)	60	52	25
Link Distance (ft)		521	1556
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	90		
Storage Blk Time (%)	0	0	
Queuing Penalty (veh)	0	0	

Network Summary

Network wide Queuing Penalty, Interval #1: 0
Network wide Queuing Penalty, Interval #2: 0
Network wide Queuing Penalty, All Intervals: 0

Intersection: 3: High Pass & Oaklea, Interval #1

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	44	9	90
Average Queue (ft)	20	1	57
95th Queue (ft)	49	7	93
Link Distance (ft)	2135	2563	1224
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: High Pass & Oaklea, Interval #2

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	49	17	116
Average Queue (ft)	19	2	49
95th Queue (ft)	46	12	88
Link Distance (ft)	2135	2563	1224
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: High Pass & Oaklea, All Intervals

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	53	21	118
Average Queue (ft)	19	1	51
95th Queue (ft)	47	11	89
Link Distance (ft)	2135	2563	1224
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Oaklea & 18th, Interval #1

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	43	16
Average Queue (ft)	30	4
95th Queue (ft)	46	19
Link Distance (ft)	1402	842
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Oaklea & 18th, Interval #2

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	57	4	22
Average Queue (ft)	29	0	2
95th Queue (ft)	47	3	15
Link Distance (ft)	1402	1057	842
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Oaklea & 18th, All Intervals

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	57	4	27
Average Queue (ft)	29	0	3
95th Queue (ft)	47	3	16
Link Distance (ft)	1402	1057	842
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Oaklea & 10th, Interval #1

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	79	63	70	37
Average Queue (ft)	47	41	31	10
95th Queue (ft)	81	61	82	36
Link Distance (ft)	609	1993	1255	1556
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Oaklea & 10th, Interval #2

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	61	78	65	46
Average Queue (ft)	37	38	17	6
95th Queue (ft)	56	66	49	30
Link Distance (ft)	609	1993	1255	1556
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Oaklea & 10th, All Intervals

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	80	82	74	56
Average Queue (ft)	39	38	20	7
95th Queue (ft)	64	65	59	32
Link Distance (ft)	609	1993	1255	1556
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Oaklea & 6th, Interval #1

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	66	42
Average Queue (ft)	39	13
95th Queue (ft)	65	39
Link Distance (ft)	2235	1255
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Oaklea & 6th, Interval #2

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	80	61
Average Queue (ft)	36	13
95th Queue (ft)	64	44
Link Distance (ft)	2235	1255
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Oaklea & 6th, All Intervals

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	88	65
Average Queue (ft)	37	13
95th Queue (ft)	64	43
Link Distance (ft)	2235	1255
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Oaklea & 15th, Interval #1

Movement	EB	EB	NB
Directions Served	L	R	LT
Maximum Queue (ft)	57	55	54
Average Queue (ft)	29	33	29
95th Queue (ft)	57	50	60
Link Distance (ft)		521	1556
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	90		
Storage Blk Time (%)	0		
Queuing Penalty (veh)	0		

Intersection: 11: Oaklea & 15th, Interval #2

Movement	EB	EB	NB	SB
Directions Served	L	R	LT	TR
Maximum Queue (ft)	59	61	65	4
Average Queue (ft)	27	29	24	1
95th Queue (ft)	56	53	56	6
Link Distance (ft)		521	1556	1057
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	90			
Storage Blk Time (%)	0	0		
Queuing Penalty (veh)	0	0		

Intersection: 11: Oaklea & 15th, All Intervals

Movement	EB	EB	NB	SB
Directions Served	L	R	LT	TR
Maximum Queue (ft)	65	64	71	4
Average Queue (ft)	27	30	25	0
95th Queue (ft)	56	52	58	5
Link Distance (ft)		521	1556	1057
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	90			
Storage Blk Time (%)	0	0		
Queuing Penalty (veh)	0	0		

Network Summary

Network wide Queuing Penalty, Interval #1: 0
Network wide Queuing Penalty, Interval #2: 0
Network wide Queuing Penalty, All Intervals: 0

Intersection: 3: High Pass & Oaklea, Interval #1

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	35	4	82
Average Queue (ft)	14	1	48
95th Queue (ft)	39	6	88
Link Distance (ft)	2135	2563	1224
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: High Pass & Oaklea, Interval #2

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	39	9	76
Average Queue (ft)	10	0	39
95th Queue (ft)	34	5	63
Link Distance (ft)	2135	2563	1224
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: High Pass & Oaklea, All Intervals

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	39	13	93
Average Queue (ft)	11	0	41
95th Queue (ft)	35	5	70
Link Distance (ft)	2135	2563	1224
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Oaklea & 18th, Interval #1

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	48	41
Average Queue (ft)	29	9
95th Queue (ft)	52	40
Link Distance (ft)	1402	842
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Oaklea & 18th, Interval #2

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	51	23
Average Queue (ft)	23	2
95th Queue (ft)	41	13
Link Distance (ft)	1402	842
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Oaklea & 18th, All Intervals

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	54	42
Average Queue (ft)	24	4
95th Queue (ft)	44	22
Link Distance (ft)	1402	842
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Oaklea & 10th, Interval #1

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	39	58	27
Average Queue (ft)	26	38	7
95th Queue (ft)	47	59	29
Link Distance (ft)	609	1993	1556
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Oaklea & 10th, Interval #2

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	35	63	9	32
Average Queue (ft)	18	33	1	4
95th Queue (ft)	42	59	7	20
Link Distance (ft)	609	1993	1255	1556
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Oaklea & 10th, All Intervals

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	40	63	9	38
Average Queue (ft)	20	34	0	5
95th Queue (ft)	44	59	6	22
Link Distance (ft)	609	1993	1255	1556
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Oaklea & 6th, Interval #1

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	44	32
Average Queue (ft)	28	8
95th Queue (ft)	46	31
Link Distance (ft)	2235	1255
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Oaklea & 6th, Interval #2

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	48	38
Average Queue (ft)	23	6
95th Queue (ft)	44	26
Link Distance (ft)	2235	1255
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Oaklea & 6th, All Intervals

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	52	38
Average Queue (ft)	24	6
95th Queue (ft)	45	27
Link Distance (ft)	2235	1255
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Oaklea & 15th, Interval #1

Movement	EB	EB	NB
Directions Served	L	R	LT
Maximum Queue (ft)	51	43	26
Average Queue (ft)	27	31	9
95th Queue (ft)	55	48	28
Link Distance (ft)		521	1556
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	90		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 11: Oaklea & 15th, Interval #2

Movement	EB	EB	NB
Directions Served	L	R	LT
Maximum Queue (ft)	65	54	28
Average Queue (ft)	24	30	2
95th Queue (ft)	54	51	15
Link Distance (ft)		521	1556
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	90		
Storage Blk Time (%)	0		
Queuing Penalty (veh)	0		

Intersection: 11: Oaklea & 15th, All Intervals

Movement	EB	EB	NB
Directions Served	L	R	LT
Maximum Queue (ft)	65	54	28
Average Queue (ft)	24	30	4
95th Queue (ft)	54	50	19
Link Distance (ft)		521	1556
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	90		
Storage Blk Time (%)	0		
Queuing Penalty (veh)	0		

Network Summary

Network wide Queuing Penalty, Interval #1: 0
Network wide Queuing Penalty, Interval #2: 0
Network wide Queuing Penalty, All Intervals: 0

Intersection: 3: High Pass & Oaklea, Interval #1

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	48	9	63
Average Queue (ft)	17	1	40
95th Queue (ft)	48	10	64
Link Distance (ft)	2135	2563	1224
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: High Pass & Oaklea, Interval #2

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	60	13	70
Average Queue (ft)	17	1	39
95th Queue (ft)	46	6	61
Link Distance (ft)	2135	2563	1224
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: High Pass & Oaklea, All Intervals

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	65	17	76
Average Queue (ft)	17	1	39
95th Queue (ft)	47	7	62
Link Distance (ft)	2135	2563	1224
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Oaklea & 18th, Interval #1

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	53	11
Average Queue (ft)	28	3
95th Queue (ft)	52	17
Link Distance (ft)	1402	842
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Oaklea & 18th, Interval #2

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	47	4	22
Average Queue (ft)	25	0	3
95th Queue (ft)	37	4	16
Link Distance (ft)	1402	1057	842
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Oaklea & 18th, All Intervals

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	58	4	22
Average Queue (ft)	26	0	3
95th Queue (ft)	41	3	16
Link Distance (ft)	1402	1057	842
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Oaklea & 10th, Interval #1

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	43	50	39	17
Average Queue (ft)	27	33	9	3
95th Queue (ft)	48	61	34	18
Link Distance (ft)	609	1993	1255	1556
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Oaklea & 10th, Interval #2

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	52	56	39	39
Average Queue (ft)	28	34	9	3
95th Queue (ft)	48	55	32	19
Link Distance (ft)	609	1993	1255	1556
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Oaklea & 10th, All Intervals

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	52	56	48	39
Average Queue (ft)	28	34	9	3
95th Queue (ft)	48	57	33	19
Link Distance (ft)	609	1993	1255	1556
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Oaklea & 6th, Interval #1

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	49	34
Average Queue (ft)	32	11
95th Queue (ft)	53	36
Link Distance (ft)	2235	1255
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Oaklea & 6th, Interval #2

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	58	4	38
Average Queue (ft)	33	0	7
95th Queue (ft)	50	4	27
Link Distance (ft)	2235	1224	1255
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Oaklea & 6th, All Intervals

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	58	4	39
Average Queue (ft)	33	0	8
95th Queue (ft)	51	3	30
Link Distance (ft)	2235	1224	1255
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 11: Oaklea & 15th, Interval #1

Movement	EB	EB	NB	SB
Directions Served	L	R	LT	TR
Maximum Queue (ft)	52	47	51	4
Average Queue (ft)	30	28	19	1
95th Queue (ft)	62	51	52	7
Link Distance (ft)		521	1556	1057
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	90			
Storage Blk Time (%)	0			
Queuing Penalty (veh)	0			

Intersection: 11: Oaklea & 15th, Interval #2

Movement	EB	EB	NB
Directions Served	L	R	LT
Maximum Queue (ft)	70	67	54
Average Queue (ft)	24	30	12
95th Queue (ft)	54	52	39
Link Distance (ft)		521	1556
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	90		
Storage Blk Time (%)	0	0	
Queuing Penalty (veh)	0	0	

Intersection: 11: Oaklea & 15th, All Intervals

Movement	EB	EB	NB	SB
Directions Served	L	R	LT	TR
Maximum Queue (ft)	74	67	61	4
Average Queue (ft)	26	30	14	0
95th Queue (ft)	56	52	43	3
Link Distance (ft)		521	1556	1057
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	90			
Storage Blk Time (%)	0	0		
Queuing Penalty (veh)	0	0		

Network Summary

Network wide Queuing Penalty, Interval #1: 0
Network wide Queuing Penalty, Interval #2: 0
Network wide Queuing Penalty, All Intervals: 0

Intersection: 3: High Pass & Oaklea, Interval #1

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	50	9	108
Average Queue (ft)	20	1	66
95th Queue (ft)	55	10	117
Link Distance (ft)	2135	2563	1224
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: High Pass & Oaklea, Interval #2

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	49	15	96
Average Queue (ft)	14	1	46
95th Queue (ft)	41	10	78
Link Distance (ft)	2135	2563	1224
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: High Pass & Oaklea, All Intervals

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	55	24	108
Average Queue (ft)	15	1	51
95th Queue (ft)	45	10	91
Link Distance (ft)	2135	2563	1224
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Oaklea & 18th, Interval #1

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	58	27
Average Queue (ft)	31	8
95th Queue (ft)	58	31
Link Distance (ft)	1402	842
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Oaklea & 18th, Interval #2

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	53	4	33
Average Queue (ft)	23	0	4
95th Queue (ft)	43	4	20
Link Distance (ft)	1402	1057	842
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Oaklea & 18th, All Intervals

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	64	4	33
Average Queue (ft)	25	0	5
95th Queue (ft)	47	3	23
Link Distance (ft)	1402	1057	842
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Oaklea & 10th, Interval #1

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	64	66	35	32
Average Queue (ft)	37	40	6	10
95th Queue (ft)	61	69	30	32
Link Distance (ft)	609	1993	1255	1556
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Oaklea & 10th, Interval #2

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	68	55	28	22
Average Queue (ft)	34	32	3	2
95th Queue (ft)	55	56	16	15
Link Distance (ft)	609	1993	1255	1556
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Oaklea & 10th, All Intervals

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	70	67	35	33
Average Queue (ft)	35	34	4	4
95th Queue (ft)	57	60	20	20
Link Distance (ft)	609	1993	1255	1556
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Oaklea & 6th, Interval #1

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	45	4	56
Average Queue (ft)	32	1	21
95th Queue (ft)	48	7	63
Link Distance (ft)	2235	1224	1255
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Oaklea & 6th, Interval #2

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	50	43
Average Queue (ft)	25	8
95th Queue (ft)	46	31
Link Distance (ft)	2235	1255
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Oaklea & 6th, All Intervals

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	50	4	66
Average Queue (ft)	27	0	11
95th Queue (ft)	47	3	41
Link Distance (ft)	2235	1224	1255
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 11: Oaklea & 15th, Interval #1

Movement	EB	EB	NB
Directions Served	L	R	LT
Maximum Queue (ft)	69	61	31
Average Queue (ft)	37	38	6
95th Queue (ft)	63	61	25
Link Distance (ft)		521	1556
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	90		
Storage Blk Time (%)	0	0	
Queuing Penalty (veh)	0	0	

Intersection: 11: Oaklea & 15th, Interval #2

Movement	EB	EB	NB
Directions Served	L	R	LT
Maximum Queue (ft)	83	54	32
Average Queue (ft)	33	32	3
95th Queue (ft)	65	49	19
Link Distance (ft)		521	1556
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	90		
Storage Blk Time (%)	0		
Queuing Penalty (veh)	0		

Intersection: 11: Oaklea & 15th, All Intervals

Movement	EB	EB	NB
Directions Served	L	R	LT
Maximum Queue (ft)	84	62	42
Average Queue (ft)	34	33	4
95th Queue (ft)	65	53	20
Link Distance (ft)		521	1556
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	90		
Storage Blk Time (%)	0	0	
Queuing Penalty (veh)	0	0	

Network Summary

Network wide Queuing Penalty, Interval #1: 0
Network wide Queuing Penalty, Interval #2: 0
Network wide Queuing Penalty, All Intervals: 0

Intersection: 3: High Pass & Oaklea, Interval #1

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	61	13	102
Average Queue (ft)	24	2	55
95th Queue (ft)	60	12	106
Link Distance (ft)	2135	2563	1224
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: High Pass & Oaklea, Interval #2

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	55	22	109
Average Queue (ft)	23	2	50
95th Queue (ft)	54	12	87
Link Distance (ft)	2135	2563	1224
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: High Pass & Oaklea, All Intervals

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	66	22	132
Average Queue (ft)	23	2	51
95th Queue (ft)	55	12	92
Link Distance (ft)	2135	2563	1224
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Oaklea & 18th, Interval #1

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	54	16
Average Queue (ft)	33	4
95th Queue (ft)	56	18
Link Distance (ft)	1402	842
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Oaklea & 18th, Interval #2

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	54	33
Average Queue (ft)	29	4
95th Queue (ft)	47	20
Link Distance (ft)	1402	842
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Oaklea & 18th, All Intervals

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	60	33
Average Queue (ft)	30	4
95th Queue (ft)	49	20
Link Distance (ft)	1402	842
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Oaklea & 10th, Interval #1

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	74	59	44	43
Average Queue (ft)	40	41	20	11
95th Queue (ft)	70	62	51	42
Link Distance (ft)	609	1993	1255	1556
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Oaklea & 10th, Interval #2

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	66	71	68	43
Average Queue (ft)	36	38	22	9
95th Queue (ft)	54	66	55	34
Link Distance (ft)	609	1993	1255	1556
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Oaklea & 10th, All Intervals

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	80	75	68	48
Average Queue (ft)	37	39	21	10
95th Queue (ft)	59	65	54	36
Link Distance (ft)	609	1993	1255	1556
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Oaklea & 6th, Interval #1

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	66	4	46
Average Queue (ft)	39	1	14
95th Queue (ft)	62	7	43
Link Distance (ft)	2235	1224	1255
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Oaklea & 6th, Interval #2

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	74	74
Average Queue (ft)	38	19
95th Queue (ft)	60	55
Link Distance (ft)	2235	1255
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Oaklea & 6th, All Intervals

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	78	4	77
Average Queue (ft)	38	0	18
95th Queue (ft)	60	3	53
Link Distance (ft)	2235	1224	1255
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 11: Oaklea & 15th, Interval #1

Movement	EB	EB	NB
Directions Served	L	R	LT
Maximum Queue (ft)	53	55	59
Average Queue (ft)	30	32	29
95th Queue (ft)	60	52	68
Link Distance (ft)		521	1556
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	90		
Storage Blk Time (%)	0	0	
Queuing Penalty (veh)	0	0	

Intersection: 11: Oaklea & 15th, Interval #2

Movement	EB	EB	NB	SB
Directions Served	L	R	LT	TR
Maximum Queue (ft)	71	62	58	9
Average Queue (ft)	31	32	21	1
95th Queue (ft)	60	52	54	6
Link Distance (ft)		521	1556	1057
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	90			
Storage Blk Time (%)	0	0		
Queuing Penalty (veh)	0	0		

Intersection: 11: Oaklea & 15th, All Intervals

Movement	EB	EB	NB	SB
Directions Served	L	R	LT	TR
Maximum Queue (ft)	75	67	66	9
Average Queue (ft)	31	32	23	0
95th Queue (ft)	60	52	58	6
Link Distance (ft)		521	1556	1057
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	90			
Storage Blk Time (%)	0	0		
Queuing Penalty (veh)	0	0		

Network Summary

Network wide Queuing Penalty, Interval #1: 0
Network wide Queuing Penalty, Interval #2: 0
Network wide Queuing Penalty, All Intervals: 0

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