

Appendix 5

2040 No-Action Synchro Output

HCM 6th TWSC
1: US 50 & Pine Cone Rd

Intersection						
Int Delay, s/veh	129.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑	↗	↘	
Traffic Vol, veh/h	67	1066	2711	34	15	105
Future Vol, veh/h	67	1066	2711	34	15	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	200	-	-	375	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	73	1159	2947	37	16	114
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	2947	0	-	0	3673	1474
Stage 1	-	-	-	-	2947	-
Stage 2	-	-	-	-	726	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	119	-	-	-	~ 4	116
Stage 1	-	-	-	-	26	-
Stage 2	-	-	-	-	440	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	119	-	-	-	~ 2	116
Mov Cap-2 Maneuver	-	-	-	-	~ 2	-
Stage 1	-	-	-	-	~ 10	-
Stage 2	-	-	-	-	440	-
Approach	EB	WB	SB			
HCM Control Delay, s	4.4	0	\$ 4273.5			
HCM LOS			F			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	119	-	-	-	-	14
HCM Lane V/C Ratio	0.612	-	-	-	-	9.317
HCM Control Delay (s)	74.3	-	-	-	-	\$ 4273.5
HCM Lane LOS	F	-	-	-	-	F
HCM 95th %tile Q(veh)	3.1	-	-	-	-	17.4
Notes						
-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

HCM 6th TWSC
2: River Rd & US 50

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑	↗	↖	↑↑	↗	↖	↗		↖	↗	
Traffic Vol, veh/h	54	1003	10	10	2823	59	10	5	10	104	5	202
Future Vol, veh/h	54	1003	10	10	2823	59	10	5	10	104	5	202
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	300	-	400	300	-	300	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	59	1090	11	11	3068	64	11	5	11	113	5	220

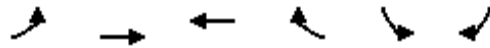
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	3132	0	0	1101	0	0	2767	4362	545	3756	4309	1534
Stage 1	-	-	-	-	-	-	1208	1208	-	3090	3090	-
Stage 2	-	-	-	-	-	-	1559	3154	-	666	1219	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	100	-	-	630	-	-	~ 9	~ 2	482	~ 1	~ 2	~ 105
Stage 1	-	-	-	-	-	-	194	254	-	~ 12	27	-
Stage 2	-	-	-	-	-	-	117	25	-	415	251	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	100	-	-	630	-	-	-	~ 1	482	-	~ 1	~ 105
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 1	-	-	~ 1	-
Stage 1	-	-	-	-	-	-	80	104	-	~ 5	27	-
Stage 2	-	-	-	-	-	-	-	25	-	158	103	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	4.2	0		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	3	100	-	-	630	-	-	-	30
HCM Lane V/C Ratio	-	5.435	0.587	-	-	0.017	-	-	-	7.5
HCM Control Delay (s)		\$ 4185.4	82.8	-	-	10.8	-	-		\$ 3182.5
HCM Lane LOS	-	F	F	-	-	B	-	-	-	F
HCM 95th %tile Q(veh)	-	3.4	2.8	-	-	0.1	-	-	-	27.4

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

HCM 6th Signalized Intersection Summary 3: US 50 & Fortune Dr



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖		↕	↗	↘	↙
Traffic Volume (veh/h)	203	0	2382	119	124	510
Future Volume (veh/h)	203	0	2382	119	124	510
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	221	0	2589	96	135	415
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	265	0	1888	1068	254	462
Arrive On Green	0.15	0.00	0.53	0.53	0.14	0.14
Sat Flow, veh/h	1781	221	3647	1585	1781	1585
Grp Volume(v), veh/h	221	41.8	2589	96	135	415
Grp Sat Flow(s),veh/h/ln	1781	D	1777	1585	1781	1585
Q Serve(g_s), s	10.2		45.0	0.0	6.0	8.7
Cycle Q Clear(g_c), s	10.2		45.0	0.0	6.0	8.7
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	265		1888	1068	254	462
V/C Ratio(X)	0.83		1.37	0.09	0.53	0.90
Avail Cap(c_a), veh/h	526		1888	1068	421	610
HCM Platoon Ratio	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.0		19.9	1.9	33.7	28.8
Incr Delay (d2), s/veh	6.7		170.5	0.0	1.7	13.2
Initial Q Delay(d3),s/veh	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6		59.8	0.1	2.6	9.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	41.8		190.4	2.0	35.4	42.0
LnGrp LOS	D		F	A	D	D
Approach Vol, veh/h			2685		550	
Approach Delay, s/veh			183.7		40.4	
Approach LOS			F		D	
Timer - Assigned Phs			3	4		6
Phs Duration (G+Y+Rc), s			17.6	50.0		17.1
Change Period (Y+Rc), s			5.0	5.0		5.0
Max Green Setting (Gmax), s			25.0	45.0		20.0
Max Q Clear Time (g_c+I1), s			12.2	47.0		10.7
Green Ext Time (p_c), s			0.5	0.0		1.4
Intersection Summary						
HCM 6th Ctrl Delay			151.8			
HCM 6th LOS			F			

HCM 6th TWSC
4: US 50 & Enterprise Way

Intersection						
Int Delay, s/veh	7.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	980	2543	10	10	10
Future Vol, veh/h	15	980	2543	10	10	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	700	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	1065	2764	11	11	11

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	2775	0	-	0	3335 1388
Stage 1	-	-	-	-	2770 -
Stage 2	-	-	-	-	565 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	139	-	-	-	~ 6 132
Stage 1	-	-	-	-	33 -
Stage 2	-	-	-	-	532 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	139	-	-	-	~ 5 132
Mov Cap-2 Maneuver	-	-	-	-	~ 5 -
Stage 1	-	-	-	-	29 -
Stage 2	-	-	-	-	532 -

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	\$ 1278.7
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	139	-	-	-	10
HCM Lane V/C Ratio	0.117	-	-	-	2.174
HCM Control Delay (s)	34.3	-	-	-	\$ 1278.7
HCM Lane LOS	D	-	-	-	F
HCM 95th %tile Q(veh)	0.4	-	-	-	3.7

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

HCM 6th TWSC
 5: US 50 & Occidental Dr West

Intersection						
Int Delay, s/veh	29.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	979	2400	10	10	120
Future Vol, veh/h	18	979	2400	10	10	120
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	575	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	1064	2609	11	11	130

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	2620	0	-	0	3187 1310
Stage 1	-	-	-	-	2615 -
Stage 2	-	-	-	-	572 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	161	-	-	-	~ 8 150
Stage 1	-	-	-	-	41 -
Stage 2	-	-	-	-	528 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	161	-	-	-	~ 7 150
Mov Cap-2 Maneuver	-	-	-	-	~ 7 -
Stage 1	-	-	-	-	36 -
Stage 2	-	-	-	-	528 -

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	\$ 805.5
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	161	-	-	-	58
HCM Lane V/C Ratio	0.122	-	-	-	2.436
HCM Control Delay (s)	30.4	-	-	-	\$ 805.5
HCM Lane LOS	D	-	-	-	F
HCM 95th %tile Q(veh)	0.4	-	-	-	14.2

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

HCM 6th TWSC
 6: Cardelli Rd/Riverboat Rd & US 50

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕↗		↖	↕↗	↖		↕↗			↕↗	
Traffic Vol, veh/h	113	909	10	10	2115	71	10	5	10	57	5	358
Future Vol, veh/h	113	909	10	10	2115	71	10	5	10	57	5	358
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	400	-	-	550	-	350	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	123	988	11	11	2299	77	11	5	11	62	5	389

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2376	0	0	999	0	0	2414	3638	500	3064	3566	1150
Stage 1	-	-	-	-	-	-	1240	1240	-	2321	2321	-
Stage 2	-	-	-	-	-	-	1174	2398	-	743	1245	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	201	-	-	689	-	-	17	-5	516	-5	6	~192
Stage 1	-	-	-	-	-	-	186	245	-	~38	71	-
Stage 2	-	-	-	-	-	-	204	64	-	373	244	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	201	-	-	689	-	-	-	-2	516	-	-2	~192
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-2	-	-	-2	-
Stage 1	-	-	-	-	-	-	72	95	-	~15	70	-
Stage 2	-	-	-	-	-	-	-	63	-	134	95	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	5.2	0		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	201	-	-	689	-	-	-
HCM Lane V/C Ratio	-	0.611	-	-	0.016	-	-	-
HCM Control Delay (s)	-	47.6	-	-	10.3	-	-	-
HCM Lane LOS	-	E	-	-	B	-	-	-
HCM 95th %tile Q(veh)	-	3.5	-	-	0	-	-	-

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

HCM 6th TWSC
7: Occidental Dr East & US 50

Intersection												
Int Delay, s/veh	1148.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗			↖	↖		↖↗	
Traffic Vol, veh/h	29	936	35	10	1993	13	204	7	15	10	5	41
Future Vol, veh/h	29	936	35	10	1993	13	204	7	15	10	5	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	550	-	-	450	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	1017	38	11	2166	14	222	8	16	11	5	45

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2180	0	0	1055	0	0	2208	3302	528	2772	3314	1090
Stage 1	-	-	-	-	-	-	1100	1100	-	2195	2195	-
Stage 2	-	-	-	-	-	-	1108	2202	-	577	1119	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	240	-	-	656	-	-	~ 24	8	495	~ 9	8	210
Stage 1	-	-	-	-	-	-	226	286	-	46	82	-
Stage 2	-	-	-	-	-	-	224	81	-	469	280	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	240	-	-	656	-	-	~ 6	~ 7	495	-	7	210
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 6	~ 7	-	-	7	-
Stage 1	-	-	-	-	-	-	~ 196	248	-	40	81	-
Stage 2	-	-	-	-	-	-	~ 162	80	-	381	243	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			0.1			\$ 16760.5					
HCM LOS							F			-		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	6	495	240	-	-	656	-	-	-
HCM Lane V/C Ratio	38.225	0.033	0.131	-	-	0.017	-	-	-
HCM Control Delay (s)	\$ 17951.1	12.5	22.3	-	-	10.6	-	-	-
HCM Lane LOS	F	B	C	-	-	B	-	-	-
HCM 95th %tile Q(veh)	30.7	0.1	0.4	-	-	0.1	-	-	-

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

HCM 6th TWSC
 8: Fort Churchill Rd/Six Mile Canyon Rd & US 50

Intersection												
Int Delay, s/veh	284											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗	↗	↘	↗	↗	↘	↗	↗	↘	↗	↗
Traffic Vol, veh/h	68	864	66	10	1738	38	120	6	18	89	14	222
Future Vol, veh/h	68	864	66	10	1738	38	120	6	18	89	14	222
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	Yield	-	-	Yield
Storage Length	1000	-	550	1000	-	700	350	-	0	350	-	350
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	4	4	4	2	2	2	2	2	2
Mvmt Flow	74	939	72	11	1889	41	130	7	20	97	15	241
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1889	0	-	939	0	0	2061	2998	470	2532	2998	945
Stage 1	-	-	-	-	-	-	1087	1087	-	1911	1911	-
Stage 2	-	-	-	-	-	-	974	1911	-	621	1087	-
Critical Hdwy	4.14	-	-	4.18	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.24	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	313	-	0	713	-	0	~ 32	13	540	~ 14	~ 13	263
Stage 1	-	-	0	-	-	0	231	290	-	~ 70	114	-
Stage 2	-	-	0	-	-	0	270	114	-	442	290	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	313	-	-	713	-	-	-	10	540	~ 5	~ 10	263
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	10	-	~ 5	~ 10	-
Stage 1	-	-	-	-	-	-	176	222	-	~ 53	112	-
Stage 2	-	-	-	-	-	-	~ 19	112	-	316	222	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.5			0.1						\$ 2747		
HCM LOS										F		
Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	WBL	WBT	SBLn1	SBLn2	SBLn3		
Capacity (veh/h)	-	10	540	313	-	713	-	5	10	263		
HCM Lane V/C Ratio	-	0.652	0.036	0.236	-	0.015	-	19.348	1.522	0.918		
HCM Control Delay (s)	-	\$ 621.1	11.9	20	-	10.1	-	\$ 9681.4	\$ 992.6	77.6		
HCM Lane LOS	-	F	B	C	-	B	-	F	F	F		
HCM 95th %tile Q(veh)	-	1.4	0.1	0.9	-	0	-	14	2.7	8.3		
Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

HCM 6th TWSC
9: US 50 & Lafond Ave

Intersection												
Int Delay, s/veh	23.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕			↕				↖		↕	
Traffic Vol, veh/h	33	962	12	0	1729	28	0	0	10	22	0	72
Future Vol, veh/h	33	962	12	0	1729	28	0	0	10	22	0	72
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	750	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	4	2	2	4	4	2	2	2	2	2	2
Mvmt Flow	36	1046	13	0	1879	30	0	0	11	24	0	78

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	1909	0	0	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.18	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.24	-	-	-
Pot Cap-1 Maneuver	299	-	0	-
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	299	-	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0	12.5	\$ 703.2
HCM LOS			B	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	493	299	-	-	-	-	48
HCM Lane V/C Ratio	0.022	0.12	-	-	-	-	2.129
HCM Control Delay (s)	12.5	18.7	-	-	-	-	\$ 703.2
HCM Lane LOS	B	C	-	-	-	-	F
HCM 95th %tile Q(veh)	0.1	0.4	-	-	-	-	10.4

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

HCM 6th TWSC
10: US 50 & Mark Twain Rd

Intersection												
Int Delay, s/veh	235.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↕		↵	↕		↵	↕			↕	
Traffic Vol, veh/h	10	954	65	10	1665	10	172	5	20	10	5	10
Future Vol, veh/h	10	954	65	10	1665	10	172	5	20	10	5	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	650	-	-	300	-	-	300	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	4	2	2	4	4	2	2	2	2	2	2
Mvmt Flow	11	1037	71	11	1810	11	187	5	22	11	5	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1821	0	0	1108	0	0	2025	2938	554	2381	2968	911
Stage 1	-	-	-	-	-	-	1095	1095	-	1838	1838	-
Stage 2	-	-	-	-	-	-	930	1843	-	543	1130	-
Critical Hdwy	4.18	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.24	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	324	-	-	626	-	-	~ 34	15	476	18	14	277
Stage 1	-	-	-	-	-	-	228	288	-	78	125	-
Stage 2	-	-	-	-	-	-	287	124	-	492	277	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	324	-	-	626	-	-	~ 21	14	476	12	13	277
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 21	14	-	12	13	-
Stage 1	-	-	-	-	-	-	220	278	-	75	123	-
Stage 2	-	-	-	-	-	-	259	122	-	445	268	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.1			\$ 3432			\$ 607.1		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	21	63	324	-	-	626	-	-	20
HCM Lane V/C Ratio	8.903	0.431	0.034	-	-	0.017	-	-	1.359
HCM Control Delay (s)	\$ 3916.3	99.9	16.5	-	-	10.9	-	-	\$ 607.1
HCM Lane LOS	F	F	C	-	-	B	-	-	F
HCM 95th %tile Q(veh)	23.7	1.7	0.1	-	-	0.1	-	-	3.7

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

HCM 6th TWSC
11: Rainbow Dr & US 50

Intersection												
Int Delay, s/veh	47.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕			↕	
Traffic Vol, veh/h	11	1009	10	10	1695	10	51	5	10	10	5	24
Future Vol, veh/h	11	1009	10	10	1695	10	51	5	10	10	5	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	700	-	-	600	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	12	1097	11	11	1842	11	55	5	11	11	5	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1853	0	0	1108	0	0	2073	3002	554	2445	3002	927
Stage 1	-	-	-	-	-	-	1127	1127	-	1870	1870	-
Stage 2	-	-	-	-	-	-	946	1875	-	575	1132	-
Critical Hdwy	4.18	-	-	4.18	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	315	-	-	614	-	-	~ 31	13	476	16	13	270
Stage 1	-	-	-	-	-	-	218	278	-	75	120	-
Stage 2	-	-	-	-	-	-	281	119	-	470	276	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	315	-	-	614	-	-	~ 17	12	476	~ 10	12	270
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 17	12	-	~ 10	12	-
Stage 1	-	-	-	-	-	-	210	267	-	72	118	-
Stage 2	-	-	-	-	-	-	238	117	-	433	266	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.1			\$ 1662.8			\$ 634.2		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	19	315	-	-	614	-	-	26
HCM Lane V/C Ratio	3.776	0.038	-	-	0.018	-	-	1.63
HCM Control Delay (s)	\$ 1662.8	16.9	-	-	11	-	-	\$ 634.2
HCM Lane LOS	F	C	-	-	B	-	-	F
HCM 95th %tile Q(veh)	9.4	0.1	-	-	0.1	-	-	5.1

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

HCM 6th TWSC
12: Pinenut Dr & US 50

Intersection												
Int Delay, s/veh	48.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↕		↵	↕			↕			↕	
Traffic Vol, veh/h	50	1003	10	10	1604	10	10	5	10	10	5	151
Future Vol, veh/h	50	1003	10	10	1604	10	10	5	10	10	5	151
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	550	-	-	650	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	54	1090	11	11	1743	11	11	5	11	11	5	164

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1754	0	0	1101	0	0	2100	2980	551	2427	2980	877
Stage 1	-	-	-	-	-	-	1204	1204	-	1771	1771	-
Stage 2	-	-	-	-	-	-	896	1776	-	656	1209	-
Critical Hdwy	4.18	-	-	4.18	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	345	-	-	618	-	-	30	14	478	17	14	292
Stage 1	-	-	-	-	-	-	195	255	-	86	135	-
Stage 2	-	-	-	-	-	-	301	134	-	421	254	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	345	-	-	618	-	-	~ 7	12	478	~ 9	12	292
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 7	12	-	~ 9	12	-
Stage 1	-	-	-	-	-	-	164	215	-	72	133	-
Stage 2	-	-	-	-	-	-	124	132	-	338	214	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			0.1			\$ 1093.5			\$ 673.3		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	13	345	-	-	618	-	-	81
HCM Lane V/C Ratio	2.09	0.158	-	-	0.018	-	-	2.228
HCM Control Delay (s)	\$ 1093.5	17.4	-	-	10.9	-	-	\$ 673.3
HCM Lane LOS	F	C	-	-	B	-	-	F
HCM 95th %tile Q(veh)	4.2	0.6	-	-	0.1	-	-	16.5

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

HCM 6th TWSC
13: Rainbow Dr East & US 50

Intersection												
Int Delay, s/veh	11											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕			↕	
Traffic Vol, veh/h	10	1048	10	10	1693	10	10	5	10	10	5	10
Future Vol, veh/h	10	1048	10	10	1693	10	10	5	10	10	5	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	650	-	-	600	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	11	1139	11	11	1840	11	11	5	11	11	5	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1851	0	0	1150	0	0	2112	3040	575	2462	3040	926
Stage 1	-	-	-	-	-	-	1167	1167	-	1868	1868	-
Stage 2	-	-	-	-	-	-	945	1873	-	594	1172	-
Critical Hdwy	4.18	-	-	4.18	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	316	-	-	592	-	-	29	13	461	16	13	271
Stage 1	-	-	-	-	-	-	206	266	-	75	120	-
Stage 2	-	-	-	-	-	-	282	120	-	458	264	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	316	-	-	592	-	-	17	12	461	~ 10	12	271
Mov Cap-2 Maneuver	-	-	-	-	-	-	17	12	-	~ 10	12	-
Stage 1	-	-	-	-	-	-	199	257	-	72	118	-
Stage 2	-	-	-	-	-	-	253	118	-	423	255	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.1			\$ 462.8			\$ 764.3		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	24	316	-	-	592	-	-	17
HCM Lane V/C Ratio	1.132	0.034	-	-	0.018	-	-	1.598
HCM Control Delay (s)	\$ 462.8	16.8	-	-	11.2	-	-	\$ 764.3
HCM Lane LOS	F	C	-	-	B	-	-	F
HCM 95th %tile Q(veh)	3.4	0.1	-	-	0.1	-	-	3.9

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

HCM 6th TWSC
 14: Chaves Rd/Bryce St & US 50

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕↗		↖	↕↗	↖		↕↗		↖	↕	↖
Traffic Vol, veh/h	202	841	62	41	1237	113	93	19	14	148	13	404
Future Vol, veh/h	202	841	62	41	1237	113	93	19	14	148	13	404
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Free	-	-	None	-	-	None
Storage Length	850	-	-	400	-	400	-	-	-	300	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	220	914	67	45	1345	123	101	21	15	161	14	439

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1345	0	0	981	0	0	2158	2823	491	2343	2856	673
Stage 1	-	-	-	-	-	-	1388	1388	-	1435	1435	-
Stage 2	-	-	-	-	-	-	770	1435	-	908	1421	-
Critical Hdwy	4.18	-	-	4.18	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	498	-	-	687	-	0	~ 27	~ 17	523	~ 19	17	~ 398
Stage 1	-	-	-	-	-	0	150	208	-	~ 140	197	-
Stage 2	-	-	-	-	-	0	359	197	-	296	201	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	498	-	-	687	-	-	- 9	523	-	~ 9	~ 398	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	- 9	-	-	~ 9	-	-
Stage 1	-	-	-	-	-	-	~ 84	116	-	~ 78	184	-
Stage 2	-	-	-	-	-	-	-	184	-	~ 132	112	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.3	0.3		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	-	498	-	-	687	-	-	9	398
HCM Lane V/C Ratio	-	0.441	-	-	0.065	-	-	1.57	1.103
HCM Control Delay (s)	-	17.8	-	-	10.6	-	-	\$ 1080.1	108.2
HCM Lane LOS	-	C	-	-	B	-	-	F	F
HCM 95th %tile Q(veh)	-	2.2	-	-	0.2	-	-	2.6	15.7

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

HCM 6th TWSC
1: US 50 & Pine Cone Rd

Intersection						
Int Delay, s/veh	288					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	↗
Traffic Vol, veh/h	135	2927	1524	33	36	110
Future Vol, veh/h	135	2927	1524	33	36	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	200	-	-	375	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	147	3182	1657	36	39	120

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1657	0	-	0	3542 829
Stage 1	-	-	-	-	1657 -
Stage 2	-	-	-	-	1885 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	385	-	-	-	~ 4 314
Stage 1	-	-	-	-	141 -
Stage 2	-	-	-	-	105 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	385	-	-	-	~ 2 314
Mov Cap-2 Maneuver	-	-	-	-	~ 2 -
Stage 1	-	-	-	-	87 -
Stage 2	-	-	-	-	105 -

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	\$ 9381.6
HCM LOS			F

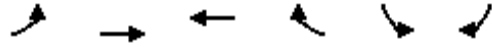
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	385	-	-	-	8
HCM Lane V/C Ratio	0.381	-	-	-	-19.837
HCM Control Delay (s)	20	-	-	-	\$ 9381.6
HCM Lane LOS	C	-	-	-	F
HCM 95th %tile Q(veh)	1.7	-	-	-	21.6

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

HCM 6th TWSC
2: River Rd & US 50

Intersection												
Int Delay, s/veh	11063.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗	↘	↗	↘	↘	↗	↗
Traffic Vol, veh/h	179	2636	17	10	1584	85	10	5	11	330	5	143
Future Vol, veh/h	179	2636	17	10	1584	85	10	5	11	330	5	143
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	300	-	400	300	-	300	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	195	2865	18	11	1722	92	11	5	12	359	5	155
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1814	0	0	2883	0	0	4141	5091	1433	3569	5017	861
Stage 1	-	-	-	-	-	-	3255	3255	-	1744	1744	-
Stage 2	-	-	-	-	-	-	886	1836	-	1825	3273	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	335	-	-	126	-	-	~ 1	0	123	~ 2	~ 1	299
Stage 1	-	-	-	-	-	-	~ 9	22	-	~ 90	139	-
Stage 2	-	-	-	-	-	-	306	125	-	~ 80	22	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	335	-	-	126	-	-	0	0	123	~ 1	0	299
Mov Cap-2 Maneuver	-	-	-	-	-	-	0	0	-	~ 1	0	-
Stage 1	-	-	-	-	-	-	~ 4	9	-	~ 38	127	-
Stage 2	-	-	-	-	-	-	128	114	-	~ 12	9	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.9			0.2						\$ 116062.1		
HCM LOS							-			F		
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2		
Capacity (veh/h)	-	123	335	-	-	126	-	-	-	1	299	
HCM Lane V/C Ratio	-	0.141	0.581	-	-	0.086	-	-	358.696	0.538		
HCM Control Delay (s)	-	39	29.6	-	-	36.3	-	-	\$ 168100.6	30.2		
HCM Lane LOS	-	E	D	-	-	E	-	-	F	D		
HCM 95th %tile Q(veh)	-	0.5	3.5	-	-	0.3	-	-	47.5	3		
Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

HCM 6th Signalized Intersection Summary 3: US 50 & Fortune Dr



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	512	0	1436	106	200	267
Future Volume (veh/h)	512	0	1436	106	200	267
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	557	0	1561	103	217	217
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	447	0	1605	948	261	630
Arrive On Green	0.25	0.00	0.45	0.45	0.15	0.15
Sat Flow, veh/h	1781	557	3647	1585	1781	1585
Grp Volume(v), veh/h	557	165.2	1561	103	217	217
Grp Sat Flow(s),veh/h/ln	1781	F	1777	1585	1781	1585
Q Serve(g_s), s	25.0		42.8	2.8	11.8	9.5
Cycle Q Clear(g_c), s	25.0		42.8	2.8	11.8	9.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	447		1605	948	261	630
V/C Ratio(X)	1.25		0.97	0.11	0.83	0.34
Avail Cap(c_a), veh/h	447		1606	949	358	716
HCM Platoon Ratio	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.3		26.7	8.6	41.3	20.9
Incr Delay (d2), s/veh	128.0		16.3	0.0	11.3	0.3
Initial Q Delay(d3),s/veh	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	26.1		19.8	0.8	5.9	3.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	165.2		43.0	8.6	52.6	21.2
LnGrp LOS	F		D	A	D	C
Approach Vol, veh/h			1664		434	
Approach Delay, s/veh			40.9		36.9	
Approach LOS			D		D	
Timer - Assigned Phs			3	4		6
Phs Duration (G+Y+Rc), s			30.0	50.0		19.6
Change Period (Y+Rc), s			5.0	5.0		5.0
Max Green Setting (Gmax), s			25.0	45.0		20.0
Max Q Clear Time (g_c+I1), s			27.0	44.8		13.8
Green Ext Time (p_c), s			0.0	0.2		0.8
Intersection Summary						
HCM 6th Ctrl Delay			66.3			
HCM 6th LOS			E			

HCM 6th TWSC

4: US 50 & Enterprise Way

Intersection						
Int Delay, s/veh	7.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑		↘	
Traffic Vol, veh/h	13	2702	1607	10	13	22
Future Vol, veh/h	13	2702	1607	10	13	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	700	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	2937	1747	11	14	24

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1758	0	-	0	3250 879
Stage 1	-	-	-	-	1753 -
Stage 2	-	-	-	-	1497 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	352	-	-	-	~ 7 291
Stage 1	-	-	-	-	124 -
Stage 2	-	-	-	-	172 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	352	-	-	-	~ 7 291
Mov Cap-2 Maneuver	-	-	-	-	~ 7 -
Stage 1	-	-	-	-	119 -
Stage 2	-	-	-	-	172 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	\$ 958.5
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	352	-	-	-	18
HCM Lane V/C Ratio	0.04	-	-	-	2.114
HCM Control Delay (s)	15.7	-	-	-	\$ 958.5
HCM Lane LOS	C	-	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	5.2

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

HCM 6th TWSC
 5: US 50 & Occidental Dr West

Intersection						
Int Delay, s/veh	24.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	136	2627	1568	10	10	52
Future Vol, veh/h	136	2627	1568	10	10	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	575	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	148	2855	1704	11	11	57

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1715	0	-	0	3434 858
Stage 1	-	-	-	-	1710 -
Stage 2	-	-	-	-	1724 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	366	-	-	-	~ 5 300
Stage 1	-	-	-	-	131 -
Stage 2	-	-	-	-	129 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	366	-	-	-	~ 3 300
Mov Cap-2 Maneuver	-	-	-	-	~ 3 -
Stage 1	-	-	-	-	78 -
Stage 2	-	-	-	-	129 -

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	\$ 1669.8
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	366	-	-	-	18
HCM Lane V/C Ratio	0.404	-	-	-	3.744
HCM Control Delay (s)	21.3	-	-	-	\$ 1669.8
HCM Lane LOS	C	-	-	-	F
HCM 95th %tile Q(veh)	1.9	-	-	-	9

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

HCM 6th TWSC
 6: Cardelli Rd/Riverboat Rd & US 50

Intersection												
Int Delay, s/veh	10.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕	↖		↕			↕	
Traffic Vol, veh/h	410	2277	10	10	1423	60	10	5	10	70	6	208
Future Vol, veh/h	410	2277	10	10	1423	60	10	5	10	70	6	208
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	400	-	-	550	-	350	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	446	2475	11	11	1547	65	11	5	11	76	7	226

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1612	0	0	2486	0	0	4172	5007	1243	3701	4947	774
Stage 1	-	-	-	-	-	-	3373	3373	-	1569	1569	-
Stage 2	-	-	-	-	-	-	799	1634	-	2132	3378	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	~ 401	-	-	182	-	-	~ 1	~ 1	166	~ 2	~ 1	341
Stage 1	-	-	-	-	-	-	~ 8	19	-	116	170	-
Stage 2	-	-	-	-	-	-	345	158	-	~ 51	19	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	~ 401	-	-	182	-	-	-	0	166	-	0	341
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-	-	0	-
Stage 1	-	-	-	-	-	-	~ 8	0	-	116	160	-
Stage 2	-	-	-	-	-	-	105	149	-	-	0	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	16.8			0.2								
HCM LOS							-			-		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	- ~ 401	-	-	-	182	-	-	-
HCM Lane V/C Ratio	- 1.111	-	-	-	0.06	-	-	-
HCM Control Delay (s)	- 110.6	-	-	-	26	-	-	-
HCM Lane LOS	- F	-	-	-	D	-	-	-
HCM 95th %tile Q(veh)	- 16	-	-	-	0.2	-	-	-

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

HCM 6th TWSC
7: Occidental Dr East & US 50

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗			↖	↖		↖↗	
Traffic Vol, veh/h	73	2186	249	27	1453	22	70	7	13	27	13	38
Future Vol, veh/h	73	2186	249	27	1453	22	70	7	13	27	13	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	550	-	-	450	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	79	2376	271	29	1579	24	76	8	14	29	14	41

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1603	0	0	2647	0	0	3525	4331	1324	2999	4454	802
Stage 1	-	-	-	-	-	-	2670	2670	-	1649	1649	-
Stage 2	-	-	-	-	-	-	855	1661	-	1350	2805	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	404	-	-	157	-	-	~ 2	~ 2	146	~ 6	~ 1	327
Stage 1	-	-	-	-	-	-	~ 23	46	-	103	155	-
Stage 2	-	-	-	-	-	-	319	153	-	159	39	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	404	-	-	157	-	-	-	~ 1	146	-	~ 1	327
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 1	-	-	~ 1	-
Stage 1	-	-	-	-	-	-	~ 18	37	-	83	126	-
Stage 2	-	-	-	-	-	-	202	125	-	92	31	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.6		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	146	404	-	-	157	-	-	-
HCM Lane V/C Ratio	-	0.097	0.196	-	-	0.187	-	-	-
HCM Control Delay (s)	-	32.3	16.1	-	-	33.1	-	-	-
HCM Lane LOS	-	D	C	-	-	D	-	-	-
HCM 95th %tile Q(veh)	-	0.3	0.7	-	-	0.7	-	-	-

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

HCM 6th TWSC

8: Fort Churchill Rd/Six Mile Canyon Rd & US 50

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗	↘	↑	↗	↘	↑	↗
Traffic Vol, veh/h	207	1972	118	18	1368	93	78	25	24	73	22	129
Future Vol, veh/h	207	1972	118	18	1368	93	78	25	24	73	22	129
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	Yield	-	-	Yield
Storage Length	1000	-	550	1000	-	700	350	-	0	350	-	350
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	4	4	4	2	2	2	2	2	2
Mvmt Flow	225	2143	128	20	1487	101	85	27	26	79	24	140
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1487	0	-	2143	0	0	3389	4120	1072	3062	4120	744
Stage 1	-	-	-	-	-	-	2593	2593	-	1527	1527	-
Stage 2	-	-	-	-	-	-	796	1527	-	1535	2593	-
Critical Hdwy	4.14	-	-	4.18	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.24	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	448	-	0	242	-	0	~3	~2	216	~5	~2	357
Stage 1	-	-	0	-	-	0	~25	51	-	123	178	-
Stage 2	-	-	0	-	-	0	347	178	-	122	51	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	448	-	-	242	-	-	-	~1	216	-	~1	357
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~1	-	-	~1	-
Stage 1	-	-	-	-	-	-	~12	~25	-	~61	163	-
Stage 2	-	-	-	-	-	-	165	163	-	-	25	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2			0.3								
HCM LOS							-			-		
Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	WBL	WBT	SBLn1	SBLn2	SBLn3		
Capacity (veh/h)	-	1	216	448	-	242	-	-	1	357		
HCM Lane V/C Ratio	-27.174	0.121	0.502	-	0.081	-	-	-23.913	0.393			
HCM Control Delay (s)	\$ 18365.6	23.9	20.9	-	21.2	-	-	\$ 16842.4	21.5			
HCM Lane LOS	-	F	C	C	-	C	-	-	F	C		
HCM 95th %tile Q(veh)	-	5.2	0.4	2.8	-	0.3	-	-	4.8	1.8		
Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

HCM 6th TWSC
9: US 50 & Lafond Ave

Intersection												
Int Delay, s/veh	54.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↗				↖		↔	
Traffic Vol, veh/h	121	2023	42	0	1443	70	0	0	10	19	0	65
Future Vol, veh/h	121	2023	42	0	1443	70	0	0	10	19	0	65
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	750	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	132	2199	46	0	1568	76	0	0	11	21	0	71

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	1644	0	0	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.18	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.24	-	-	-
Pot Cap-1 Maneuver	381	-	0	-
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	381	-	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.1	0	24	\$ 2416.3
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	200	381	-	-	-	-	17
HCM Lane V/C Ratio	0.054	0.345	-	-	-	-	5.371
HCM Control Delay (s)	24	19.3	-	-	-	-	\$ 2416.3
HCM Lane LOS	C	C	-	-	-	-	F
HCM 95th %tile Q(veh)	0.2	1.5	-	-	-	-	12.1

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

HCM 6th TWSC
10: US 50 & Mark Twain Rd

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕		↖	↕			↕	
Traffic Vol, veh/h	24	1863	224	39	1406	10	154	5	27	10	5	14
Future Vol, veh/h	24	1863	224	39	1406	10	154	5	27	10	5	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	650	-	-	300	-	-	300	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	26	2025	243	42	1528	11	167	5	29	11	5	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1539	0	0	2268	0	0	3050	3822	1134	2685	3938	770
Stage 1	-	-	-	-	-	-	2199	2199	-	1618	1618	-
Stage 2	-	-	-	-	-	-	851	1623	-	1067	2320	-
Critical Hdwy	4.18	-	-	4.18	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	418	-	-	215	-	-	~ 5	~ 4	196	~ 10	~ 3	343
Stage 1	-	-	-	-	-	-	~ 46	82	-	108	161	-
Stage 2	-	-	-	-	-	-	321	160	-	237	71	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	418	-	-	215	-	-	~ 3	196	-	~ 2	343	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 3	-	-	~ 2	-	-
Stage 1	-	-	-	-	-	-	~ 43	77	-	101	130	-
Stage 2	-	-	-	-	-	-	237	129	-	176	67	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.7		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	18	418	-	-	215	-	-	-
HCM Lane V/C Ratio	-	1.932	0.062	-	-	0.197	-	-	-
HCM Control Delay (s)	-	\$ 881.6	14.2	-	-	25.8	-	-	-
HCM Lane LOS	-	F	B	-	-	D	-	-	-
HCM 95th %tile Q(veh)	-	4.8	0.2	-	-	0.7	-	-	-

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

HCM 6th TWSC
11: Rainbow Dr & US 50

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕			↕	
Traffic Vol, veh/h	31	1898	27	10	1454	14	53	5	10	10	5	21
Future Vol, veh/h	31	1898	27	10	1454	14	53	5	10	10	5	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	700	-	-	600	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	34	2063	29	11	1580	15	58	5	11	11	5	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1595	0	0	2092	0	0	2961	3763	1046	2712	3770	798
Stage 1	-	-	-	-	-	-	2146	2146	-	1610	1610	-
Stage 2	-	-	-	-	-	-	815	1617	-	1102	2160	-
Critical Hdwy	4.18	-	-	4.18	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	398	-	-	253	-	-	~ 6	~ 4	225	~ 10	~ 4	329
Stage 1	-	-	-	-	-	-	~ 50	87	-	109	162	-
Stage 2	-	-	-	-	-	-	338	161	-	226	85	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	398	-	-	253	-	-	~ 4	225	-	~ 4	329	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 4	-	-	~ 4	-	-
Stage 1	-	-	-	-	-	-	~ 46	80	-	100	155	-
Stage 2	-	-	-	-	-	-	290	154	-	183	78	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.1								
HCM LOS												

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	398	-	-	253	-	-	-
HCM Lane V/C Ratio	-	0.085	-	-	0.043	-	-	-
HCM Control Delay (s)	-	14.9	-	-	19.9	-	-	-
HCM Lane LOS	-	B	-	-	C	-	-	-
HCM 95th %tile Q(veh)	-	0.3	-	-	0.1	-	-	-

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

HCM 6th TWSC
12: Pinenut Dr & US 50

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↕		↵	↕			↕			↕	
Traffic Vol, veh/h	152	1800	13	10	1440	10	10	5	10	10	5	87
Future Vol, veh/h	152	1800	13	10	1440	10	10	5	10	10	5	87
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	550	-	-	650	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	165	1957	14	11	1565	11	11	5	11	11	5	95

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1576	0	0	1971	0	0	3101	3892	986	2904	3894	788
Stage 1	-	-	-	-	-	-	2294	2294	-	1593	1593	-
Stage 2	-	-	-	-	-	-	807	1598	-	1311	2301	-
Critical Hdwy	4.18	-	-	4.18	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	405	-	-	283	-	-	~ 5	~ 3	247	~ 7	~ 3	334
Stage 1	-	-	-	-	-	-	40	73	-	112	165	-
Stage 2	-	-	-	-	-	-	341	164	-	168	72	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	405	-	-	283	-	-	-	~ 2	247	-	~ 2	334
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 2	-	-	~ 2	-
Stage 1	-	-	-	-	-	-	24	43	-	66	159	-
Stage 2	-	-	-	-	-	-	227	158	-	83	43	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.5	0.1		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	405	-	-	283	-	-	-
HCM Lane V/C Ratio	-	0.408	-	-	0.038	-	-	-
HCM Control Delay (s)	-	19.9	-	-	18.2	-	-	-
HCM Lane LOS	-	C	-	-	C	-	-	-
HCM 95th %tile Q(veh)	-	1.9	-	-	0.1	-	-	-

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

HCM 6th TWSC
 13: Rainbow Dr East & US 50

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↕		↵	↕			↕			↕	
Traffic Vol, veh/h	10	1866	10	10	1474	10	10	5	10	10	10	10
Future Vol, veh/h	10	1866	10	10	1474	10	10	5	10	10	10	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	650	-	-	600	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	11	2028	11	11	1602	11	11	5	11	11	11	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1613	0	0	2039	0	0	2885	3691	1020	2669	3691	807
Stage 1	-	-	-	-	-	-	2056	2056	-	1630	1630	-
Stage 2	-	-	-	-	-	-	829	1635	-	1039	2061	-
Critical Hdwy	4.18	-	-	4.18	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	391	-	-	266	-	-	~ 7	~ 5	234	11	~ 5	324
Stage 1	-	-	-	-	-	-	57	97	-	106	158	-
Stage 2	-	-	-	-	-	-	331	157	-	247	96	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	391	-	-	266	-	-	~ 5	234	-	~ 5	324	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 5	-	-	~ 5	-	-
Stage 1	-	-	-	-	-	-	55	94	-	103	152	-
Stage 2	-	-	-	-	-	-	285	151	-	216	93	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.1								
HCM LOS												

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	391	-	-	266	-	-	-
HCM Lane V/C Ratio	-	0.028	-	-	0.041	-	-	-
HCM Control Delay (s)	-	14.5	-	-	19.1	-	-	-
HCM Lane LOS	-	B	-	-	C	-	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-	0.1	-	-	-

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

HCM 6th TWSC
 14: Chaves Rd/Bryce St & US 50

Intersection												
Int Delay, s/veh	1490.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗	↖		↕		↖	↖	↖
Traffic Vol, veh/h	425	1447	59	23	1164	133	110	21	47	133	26	252
Future Vol, veh/h	425	1447	59	23	1164	133	110	21	47	133	26	252
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Free	-	-	None	-	-	None
Storage Length	850	-	-	400	-	400	-	-	-	300	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	462	1573	64	25	1265	145	120	23	51	145	28	274

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1265	0	0	1637	0	0	3226	3844	819	3037	3876	633
Stage 1	-	-	-	-	-	-	2529	2529	-	1315	1315	-
Stage 2	-	-	-	-	-	-	697	1315	-	1722	2561	-
Critical Hdwy	4.18	-	-	4.18	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	534	-	-	383	-	0	~ 4	~ 4	319	~ 6	~ 3	422
Stage 1	-	-	-	-	-	0	~ 28	55	-	167	226	-
Stage 2	-	-	-	-	-	0	398	226	-	~ 93	53	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	534	-	-	383	-	0	~ 1	319	-	0	422	-
Mov Cap-2 Maneuver	-	-	-	-	-	0	~ 1	-	-	0	-	-
Stage 1	-	-	-	-	-	~ 4	~ 7	-	~ 23	211	-	-
Stage 2	-	-	-	-	-	~ 113	211	-	-	~ 7	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9	0.3	\$ 30947.7	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	SBLn1	SBLn2	SBLn3
Capacity (veh/h)		3	534	-	-	383	-	-	422
HCM Lane V/C Ratio	64.493	0.865	-	-	0.065	-	-	-	0.649
HCM Control Delay (s)	\$ 30947.7	40.9	-	-	15.1	-	-	-	28
HCM Lane LOS	F	E	-	-	C	-	-	-	D
HCM 95th %tile Q(veh)	26.5	9.4	-	-	0.2	-	-	-	4.5

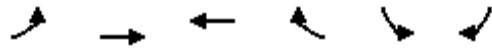
Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Appendix 6

2040 Arterial Alternative Synchro Output

HCM 6th Signalized Intersection Summary

1: US 50 & Pine Cone Rd



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↖	↑↑↑	↑↑↑	↘	↙	↘	
Traffic Volume (veh/h)	67	1066	2711	34	15	105	
Future Volume (veh/h)	67	1066	2711	34	15	105	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	73	1159	2947	0	16	114	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	230	3936	3085		275	244	
Arrive On Green	0.13	0.77	0.60	0.00	0.15	0.15	
Sat Flow, veh/h	1781	5274	5274	1585	1781	1585	
Grp Volume(v), veh/h	73	1159	2947	0	16	114	
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1585	1781	1585	
Q Serve(g_s), s	4.5	8.1	64.8	0.0	0.9	7.9	
Cycle Q Clear(g_c), s	4.5	8.1	64.8	0.0	0.9	7.9	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	230	3936	3085		275	244	
V/C Ratio(X)	0.32	0.29	0.96		0.06	0.47	
Avail Cap(c_a), veh/h	230	3936	3085		275	244	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.28	0.00	1.00	1.00	
Uniform Delay (d), s/veh	47.4	4.1	22.2	0.0	43.3	46.3	
Incr Delay (d2), s/veh	3.6	0.2	3.0	0.0	0.4	6.3	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(95%),veh/ln	3.9	3.8	27.4	0.0	0.8	11.9	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	51.0	4.3	25.3	0.0	43.7	52.5	
LnGrp LOS	D	A	C		D	D	
Approach Vol, veh/h		1232	2947	A	130		
Approach Delay, s/veh		7.0	25.3		51.4		
Approach LOS		A	C		D		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				97.0	23.0	20.0	77.0
Change Period (Y+Rc), s				4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s				92.5	18.5	15.5	72.5
Max Q Clear Time (g_c+I1), s				10.1	9.9	6.5	66.8
Green Ext Time (p_c), s				10.0	0.2	0.1	5.5

Intersection Summary


























HCM 6th Ctrl Delay	20.8
HCM 6th LOS	C

Notes

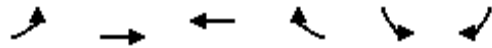
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

2: River Rd/Retail Rd & US 50

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  							
Traffic Volume (veh/h)	79	978	10	10	2823	59	10	5	10	104	5	202
Future Volume (veh/h)	79	978	10	10	2823	59	10	5	10	104	5	202
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	86	1063	0	11	3068	57	11	5	10	113	5	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	156	3298		156	3334	62	274	86	172	265	288	
Arrive On Green	0.17	1.00	0.00	0.09	0.65	0.65	0.15	0.15	0.15	0.15	0.15	0.00
Sat Flow, veh/h	1781	5106	1585	1781	5162	95	1411	557	1113	1398	1870	0
Grp Volume(v), veh/h	86	1063	0	11	2017	1108	11	0	15	113	5	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1853	1411	0	1670	1398	1870	0
Q Serve(g_s), s	5.3	0.0	0.0	0.7	61.8	63.2	0.8	0.0	0.9	9.0	0.3	0.0
Cycle Q Clear(g_c), s	5.3	0.0	0.0	0.7	61.8	63.2	1.1	0.0	0.9	9.9	0.3	0.0
Prop In Lane	1.00		1.00	1.00		0.05	1.00		0.67	1.00		0.00
Lane Grp Cap(c), veh/h	156	3298		156	2198	1197	274	0	257	265	288	
V/C Ratio(X)	0.55	0.32		0.07	0.92	0.93	0.04	0.00	0.06	0.43	0.02	
Avail Cap(c_a), veh/h	156	3298		156	2198	1197	274	0	257	265	288	
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	47.4	0.0	0.0	50.3	18.5	18.7	43.5	0.0	43.3	47.5	43.0	0.0
Incr Delay (d2), s/veh	4.0	0.3	0.0	0.9	7.6	13.4	0.1	0.0	0.1	5.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.2	0.1	0.0	0.6	30.5	35.7	0.5	0.0	0.7	6.3	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.4	0.3	0.0	51.1	26.0	32.1	43.6	0.0	43.4	52.5	43.2	0.0
LnGrp LOS	D	A		D	C	C	D	A	D	D	D	
Approach Vol, veh/h		1149	A		3136			26			118	A
Approach Delay, s/veh		4.1			28.3			43.5			52.1	
Approach LOS		A			C			D			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		23.0	15.0	82.0		23.0	15.0	82.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.5	10.5	77.5		18.5	10.5	77.5				
Max Q Clear Time (g_c+I1), s		3.1	2.7	2.0		11.9	7.3	65.2				
Green Ext Time (p_c), s		0.0	0.0	8.8		0.1	0.0	11.7				
Intersection Summary												
HCM 6th Ctrl Delay			22.7									
HCM 6th LOS			C									
Notes												
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary 3: US 50 & Fortune Dr



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖↗		↖↖↗		↖	↗
Traffic Volume (veh/h)	213	0	2382	119	124	510
Future Volume (veh/h)	213	0	2382	119	124	510
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	232	0	2589	116	135	415
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	461	0	2757	122	341	515
Arrive On Green	0.13	0.00	0.55	0.55	0.19	0.19
Sat Flow, veh/h	3456	232	5181	222	1781	1585
Grp Volume(v), veh/h	232	52.2	1749	956	135	415
Grp Sat Flow(s),veh/h/ln	1728	D	1702	1830	1781	1585
Q Serve(g_s), s	7.5		57.1	59.0	8.0	23.0
Cycle Q Clear(g_c), s	7.5		57.1	59.0	8.0	23.0
Prop In Lane	1.00			0.12	1.00	1.00
Lane Grp Cap(c), veh/h	461		1872	1007	341	515
V/C Ratio(X)	0.50		0.93	0.95	0.40	0.81
Avail Cap(c_a), veh/h	461		1872	1007	341	515
HCM Platoon Ratio	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.3		25.0	25.4	42.4	37.0
Incr Delay (d2), s/veh	3.9		10.2	18.5	0.7	9.1
Initial Q Delay(d3),s/veh	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.1		31.1	36.7	6.5	17.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	52.2		35.2	43.9	43.2	46.2
LnGrp LOS	D		D	D	D	D
Approach Vol, veh/h			2705		550	
Approach Delay, s/veh			38.3		45.4	
Approach LOS			D		D	
Timer - Assigned Phs			3	4		6
Phs Duration (G+Y+Rc), s			21.0	71.0		28.0
Change Period (Y+Rc), s			5.0	5.0		5.0
Max Green Setting (Gmax), s			16.0	66.0		23.0
Max Q Clear Time (g_c+I1), s			9.5	61.0		25.0
Green Ext Time (p_c), s			0.4	4.7		0.0
Intersection Summary						
HCM 6th Ctrl Delay			40.3			
HCM 6th LOS			D			

HCM 6th Signalized Intersection Summary

4: Seagale Rd/Traditions Pkwy & US 50

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	954	14	11	2410	38	32	5	10	137	5	141
Future Volume (veh/h)	40	954	14	11	2410	38	32	5	10	137	5	141
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	1037	11	12	2620	37	35	5	0	149	5	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	156	3085	958	156	3135	44	333	366		333	366	
Arrive On Green	0.09	0.60	0.60	0.09	0.60	0.60	0.20	0.20	0.00	0.20	0.20	0.00
Sat Flow, veh/h	1781	5106	1585	1781	5188	73	1411	1870	1585	1411	1870	1585
Grp Volume(v), veh/h	43	1037	11	12	1716	941	35	5	0	149	5	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1857	1411	1870	1585	1411	1870	1585
Q Serve(g_s), s	2.7	12.1	0.3	0.7	48.3	48.8	2.5	0.3	0.0	11.4	0.3	0.0
Cycle Q Clear(g_c), s	2.7	12.1	0.3	0.7	48.3	48.8	2.7	0.3	0.0	11.7	0.3	0.0
Prop In Lane	1.00		1.00	1.00		0.04	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	156	3085	958	156	2057	1122	333	366		333	366	
V/C Ratio(X)	0.28	0.34	0.01	0.08	0.83	0.84	0.11	0.01		0.45	0.01	
Avail Cap(c_a), veh/h	156	3085	958	156	2057	1122	333	366		333	366	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	51.2	11.8	9.5	50.3	19.0	19.1	40.0	38.9	0.0	43.6	38.9	0.0
Incr Delay (d2), s/veh	0.9	0.3	0.0	1.0	4.2	7.5	0.6	0.1	0.0	4.3	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.2	7.6	0.2	0.7	24.8	28.2	1.7	0.2	0.0	7.8	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.1	12.1	9.5	51.3	23.1	26.6	40.6	39.0	0.0	47.9	39.0	0.0
LnGrp LOS	D	B	A	D	C	C	D	D		D	D	
Approach Vol, veh/h		1091			2669			40	A		154	A
Approach Delay, s/veh		13.6			24.5			40.4			47.6	
Approach LOS		B			C			D			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		28.0	15.0	77.0		28.0	15.0	77.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		23.5	10.5	72.5		23.5	10.5	72.5				
Max Q Clear Time (g_c+I1), s		4.7	2.7	14.1		13.7	4.7	50.8				
Green Ext Time (p_c), s		0.1	0.0	8.4		0.3	0.0	18.2				
Intersection Summary												
HCM 6th Ctrl Delay			22.6									
HCM 6th LOS			C									
Notes												
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th TWSC
 5: US 50 & Enterprise Way West

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↑↑↑	↗		↗
Traffic Vol, veh/h	22	980	2533	12	0	10
Future Vol, veh/h	22	980	2533	12	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	550	-	-	500	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	1065	2753	13	0	11

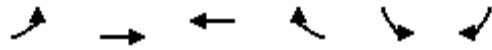
Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	2753	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	5.34	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	3.12	-	-
Pot Cap-1 Maneuver	51	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	51	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	2.8	0	39.5
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	51	-	-	-	115
HCM Lane V/C Ratio	0.469	-	-	-	0.095
HCM Control Delay (s)	126.9	-	-	-	39.5
HCM Lane LOS	F	-	-	-	E
HCM 95th %tile Q(veh)	1.7	-	-	-	0.3

HCM Unsignalized Intersection Capacity Analysis

































6: US 50 & Occidental Dr West



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations		↑↑↑	↑↑↑			↗		
Traffic Volume (veh/h)	0	997	2400	10	0	120		
Future Volume (Veh/h)	0	997	2400	10	0	120		
Sign Control		Free	Free		Stop			
Grade		0%	0%		0%			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly flow rate (vph)	0	1084	2609	11	0	130		
Pedestrians								
Lane Width (ft)								
Walking Speed (ft/s)								
Percent Blockage								
Right turn flare (veh)								
Median type		None	None					
Median storage (veh)								
Upstream signal (ft)			839					
pX, platoon unblocked	0.67				0.67	0.67		
vC, conflicting volume	2609				2976	658		
vC1, stage 1 conf vol								
vC2, stage 2 conf vol								
vCu, unblocked vol	970				1514	0		
tC, single (s)	4.1				6.8	6.9		
tC, 2 stage (s)								
tF (s)	2.2				3.5	3.3		
p0 queue free %	100				100	82		
cM capacity (veh/h)	476				74	731		
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4	SB 1
Volume Total	361	361	361	745	745	745	384	130
Volume Left	0	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	11	130
cSH	1700	1700	1700	1700	1700	1700	1700	731
Volume to Capacity	0.21	0.21	0.21	0.44	0.44	0.44	0.23	0.18
Queue Length 95th (ft)	0	0	0	0	0	0	0	16
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.0
Lane LOS								B
Approach Delay (s)	0.0			0.0				11.0
Approach LOS								B
Intersection Summary								
Average Delay			0.4					
Intersection Capacity Utilization			49.0%		ICU Level of Service			A
Analysis Period (min)			15					


























HCM 6th Signalized Intersection Summary

7: Cardelli Rd/Riverboat Rd & US 50






























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		  	  						 	
Traffic Volume (veh/h)	131	899	67	46	2115	71	189	5	39	67	5	358
Future Volume (veh/h)	131	899	67	46	2115	71	189	5	39	67	5	358
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	142	977	0	50	2299	0	205	5	38	73	5	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	302	2702		302	2702		439	51	386	402	507	
Arrive On Green	0.09	0.53	0.00	0.09	0.53	0.00	0.27	0.27	0.27	0.27	0.27	0.00
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	1411	188	1426	1364	1870	1585
Grp Volume(v), veh/h	142	977	0	50	2299	0	205	0	43	73	5	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1411	0	1614	1364	1870	1585
Q Serve(g_s), s	4.7	13.4	0.0	1.6	46.3	0.0	14.9	0.0	2.4	5.1	0.2	0.0
Cycle Q Clear(g_c), s	4.7	13.4	0.0	1.6	46.3	0.0	15.1	0.0	2.4	7.5	0.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.88	1.00		1.00
Lane Grp Cap(c), veh/h	302	2702		302	2702		439	0	437	402	507	
V/C Ratio(X)	0.47	0.36		0.17	0.85		0.47	0.00	0.10	0.18	0.01	
Avail Cap(c_a), veh/h	302	2702		302	2702		439	0	437	402	507	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.61	0.61	0.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	52.1	16.4	0.0	50.7	24.2	0.0	37.5	0.0	32.8	35.6	32.0	0.0
Incr Delay (d2), s/veh	1.1	0.4	0.0	0.7	2.2	0.0	3.5	0.0	0.4	1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.7	8.6	0.0	1.3	22.8	0.0	9.5	0.0	1.8	3.3	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.2	16.8	0.0	51.4	26.4	0.0	41.1	0.0	33.2	36.6	32.0	0.0
LnGrp LOS	D	B		D	C		D	A	C	D	C	
Approach Vol, veh/h		1119	A		2349	A		248			78	A
Approach Delay, s/veh		21.4			27.0			39.7			36.3	
Approach LOS		C			C			D			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		37.0	15.0	68.0		37.0	15.0	68.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		32.5	10.5	63.5		32.5	10.5	63.5				
Max Q Clear Time (g_c+I1), s		17.1	3.6	15.4		9.5	6.7	48.3				
Green Ext Time (p_c), s		0.7	0.0	7.6		0.2	0.1	12.5				
Intersection Summary												
HCM 6th Ctrl Delay			26.4									
HCM 6th LOS			C									
Notes												
Unsignalized Delay for [EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary

8: Occidental Dr East & US 50





























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (veh/h)	29	936	35	10	1993	13	204	7	15	10	5	41
Future Volume (veh/h)	29	936	35	10	1993	13	204	7	15	10	5	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	32	1017	0	11	2166	13	222	8	15	11	5	45
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	156	2702		156	2771	17	439	158	296	91	57	317
Arrive On Green	0.17	1.00	0.00	0.09	0.53	0.53	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1781	5106	1585	1781	5237	31	1355	582	1092	206	210	1171
Grp Volume(v), veh/h	32	1017	0	11	1407	772	222	0	23	61	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1865	1355	0	1674	1588	0	0
Q Serve(g_s), s	1.8	0.0	0.0	0.7	39.8	39.9	12.5	0.0	1.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.8	0.0	0.0	0.7	39.8	39.9	15.9	0.0	1.2	3.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		0.65	0.18		0.74
Lane Grp Cap(c), veh/h	156	2702		156	1801	987	439	0	453	465	0	0
V/C Ratio(X)	0.21	0.38		0.07	0.78	0.78	0.51	0.00	0.05	0.13	0.00	0.00
Avail Cap(c_a), veh/h	156	2702		156	1801	987	439	0	453	465	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	45.9	0.0	0.0	50.3	22.7	22.7	37.4	0.0	32.3	33.1	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.4	0.0	0.9	3.4	6.2	4.1	0.0	0.2	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.5	0.2	0.0	0.6	21.9	24.5	10.2	0.0	0.9	2.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.5	0.4	0.0	51.1	26.1	28.8	41.5	0.0	32.6	33.7	0.0	0.0
LnGrp LOS	D	A		D	C	C	D	A	C	C	A	A
Approach Vol, veh/h		1049	A		2190			245			61	
Approach Delay, s/veh		1.8			27.2			40.6			33.7	
Approach LOS		A			C			D			C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		37.0	15.0	68.0		37.0	15.0	68.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		32.5	10.5	63.5		32.5	10.5	63.5				
Max Q Clear Time (g_c+I1), s		17.9	2.7	2.0		5.4	3.8	41.9				
Green Ext Time (p_c), s		0.7	0.0	8.2		0.3	0.0	15.2				
Intersection Summary												
HCM 6th Ctrl Delay			20.7									
HCM 6th LOS			C									
Notes												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary
 9: Fort Churchill Rd/Six Mile Canyon Rd & US 50

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (veh/h)	68	864	66	10	1738	38	120	6	18	89	14	222
Future Volume (veh/h)	68	864	66	10	1738	38	120	6	18	89	14	222
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	74	939	0	11	1889	0	130	7	0	97	15	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	4	4	4	2	2	2	2	2	2
Cap, veh/h	200	3042		153	2869		337	382		343	382	
Arrive On Green	0.11	0.60	0.00	0.17	1.00	0.00	0.20	0.20	0.00	0.20	0.20	0.00
Sat Flow, veh/h	1781	5106	1585	1753	5025	1560	1398	1870	1585	1409	1870	1585
Grp Volume(v), veh/h	74	939	0	11	1889	0	130	7	0	97	15	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1753	1675	1560	1398	1870	1585	1409	1870	1585
Q Serve(g_s), s	4.6	10.9	0.0	0.6	0.0	0.0	9.9	0.4	0.0	7.1	0.8	0.0
Cycle Q Clear(g_c), s	4.6	10.9	0.0	0.6	0.0	0.0	10.6	0.4	0.0	7.4	0.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	200	3042		153	2869		337	382		343	382	
V/C Ratio(X)	0.37	0.31		0.07	0.66		0.39	0.02		0.28	0.04	
Avail Cap(c_a), veh/h	200	3042		153	2869		337	382		343	382	
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.81	0.81	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	49.3	12.0	0.0	45.4	0.0	0.0	42.6	38.1	0.0	41.1	38.3	0.0
Incr Delay (d2), s/veh	5.2	0.3	0.0	0.2	1.0	0.0	0.7	0.0	0.0	2.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.1	7.0	0.0	0.5	0.5	0.0	6.3	0.3	0.0	4.8	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.5	12.3	0.0	45.6	1.0	0.0	43.3	38.2	0.0	43.2	38.5	0.0
LnGrp LOS	D	B		D	A		D	D		D	D	
Approach Vol, veh/h		1013	A		1900	A		137	A		112	A
Approach Delay, s/veh		15.4			1.2			43.0			42.5	
Approach LOS		B			A			D			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		29.0	15.0	76.0		29.0	18.0	73.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		24.5	10.5	71.5		24.5	13.5	68.5				
Max Q Clear Time (g_c+I1), s		12.6	2.6	12.9		9.4	6.6	2.0				
Green Ext Time (p_c), s		0.3	0.0	7.3		0.2	0.1	23.6				
Intersection Summary												
HCM 6th Ctrl Delay			9.0									
HCM 6th LOS			A									
Notes												
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary

10: Lafond Ave & US 50

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (veh/h)	36	925	45	5	1577	28	172	5	20	32	5	72
Future Volume (veh/h)	36	925	45	5	1577	28	172	5	20	32	5	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	39	1005	0	5	1714	0	187	5	20	35	5	58
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	4	4	4	4	4	2	2	2	2	2	2
Cap, veh/h	174	3057		396	3057		448	104	414	278	36	284
Arrive On Green	1.00	1.00	0.00	0.61	0.61	0.00	0.10	0.32	0.32	0.18	0.18	0.18
Sat Flow, veh/h	280	5025	1560	552	5025	1560	1781	327	1308	1237	202	1585
Grp Volume(v), veh/h	39	1005	0	5	1714	0	187	0	25	40	0	58
Grp Sat Flow(s),veh/h/ln	280	1675	1560	552	1675	1560	1781	0	1635	1438	0	1585
Q Serve(g_s), s	7.2	0.0	0.0	0.4	24.3	0.0	9.9	0.0	1.3	2.5	0.0	3.7
Cycle Q Clear(g_c), s	31.6	0.0	0.0	0.4	24.3	0.0	9.9	0.0	1.3	2.7	0.0	3.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.80	0.87		1.00
Lane Grp Cap(c), veh/h	174	3057		396	3057		448	0	518	314	0	284
V/C Ratio(X)	0.22	0.33		0.01	0.56		0.42	0.00	0.05	0.13	0.00	0.20
Avail Cap(c_a), veh/h	174	3057		396	3057		485	0	552	314	0	284
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.3	0.0	0.0	9.3	14.0	0.0	33.3	0.0	28.4	41.5	0.0	42.0
Incr Delay (d2), s/veh	2.9	0.3	0.0	0.1	0.7	0.0	0.6	0.0	0.0	0.8	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	0.1	0.0	0.1	13.2	0.0	7.8	0.0	0.9	1.9	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.2	0.3	0.0	9.4	14.7	0.0	34.0	0.0	28.5	42.4	0.0	43.6
LnGrp LOS	A	A		A	B		C	A	C	D	A	D
Approach Vol, veh/h		1044	A		1719	A		212				98
Approach Delay, s/veh		0.6			14.7			33.3				43.1
Approach LOS		A			B			C				D
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		42.5		77.5	16.5	26.0		77.5				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		40.5		70.5	14.5	21.5		70.5				
Max Q Clear Time (g_c+I1), s		3.3		33.6	11.9	5.7		26.3				
Green Ext Time (p_c), s		0.1		9.1	0.1	0.3		17.6				
Intersection Summary												
HCM 6th Ctrl Delay				12.1								
HCM 6th LOS				B								
Notes												
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th TWSC
 11: US 50 & Mark Twain Rd

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑	↑		↑
Traffic Vol, veh/h	0	1012	1675	10	0	10
Future Vol, veh/h	0	1012	1675	10	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	None
Storage Length	-	-	-	500	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	0	1100	1821	11	0	11

Major/Minor	Major1	Major2	Minor2
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Conflicting Flow All	-	0	-	0	-	911
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	0	0	238
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	238
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
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HCM Control Delay, s	0	0	20.8
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
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Capacity (veh/h)	-	-	238
HCM Lane V/C Ratio	-	-	0.046
HCM Control Delay (s)	-	-	20.8
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.1

HCM 6th TWSC
12: Rainbow Dr West & US 50

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗		↑↑↑	↗			↗			↗
Traffic Vol, veh/h	16	999	43	0	1690	10	0	0	20	0	0	24
Future Vol, veh/h	16	999	43	0	1690	10	0	0	20	0	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	500	-	500	-	-	500	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	17	1086	47	0	1837	11	0	0	22	0	0	26



























Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1848	0	0	-	-	0	-	-	543	-	-	919
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.38	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.14	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	146	-	-	0	-	-	0	0	414	0	0	235
Stage 1	-	-	-	0	-	-	0	0	-	0	0	-
Stage 2	-	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	146	-	-	-	-	-	-	-	414	-	-	235
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			0			14.2			22.2		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	414	146	-	-	-	-	235
HCM Lane V/C Ratio	0.053	0.119	-	-	-	-	0.111
HCM Control Delay (s)	14.2	33	-	-	-	-	22.2
HCM Lane LOS	B	D	-	-	-	-	C
HCM 95th %tile Q(veh)	0.2	0.4	-	-	-	-	0.4

HCM 6th Signalized Intersection Summary

13: Pinenut Dr & US 50

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 			 	
Traffic Volume (veh/h)	50	993	10	25	1640	10	61	10	10	20	10	151
Future Volume (veh/h)	50	993	10	25	1640	10	61	10	10	20	10	151
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	54	1079	8	27	1783	8	66	11	10	22	11	148
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	4	4	4	4	4	2	2	2	2	2	2
Cap, veh/h	168	2952	916	153	2910	903	224	37	27	57	38	277
Arrive On Green	0.10	0.59	0.59	0.09	0.58	0.58	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1753	5025	1560	1753	5025	1560	805	175	127	112	179	1306
Grp Volume(v), veh/h	54	1079	8	27	1783	8	87	0	0	181	0	0
Grp Sat Flow(s),veh/h/ln	1753	1675	1560	1753	1675	1560	1107	0	0	1597	0	0
Q Serve(g_s), s	3.4	13.5	0.3	1.7	27.8	0.3	0.0	0.0	0.0	1.3	0.0	0.0
Cycle Q Clear(g_c), s	3.4	13.5	0.3	1.7	27.8	0.3	10.5	0.0	0.0	11.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.76		0.11	0.12		0.82
Lane Grp Cap(c), veh/h	168	2952	916	153	2910	903	288	0	0	373	0	0
V/C Ratio(X)	0.32	0.37	0.01	0.18	0.61	0.01	0.30	0.00	0.00	0.49	0.00	0.00
Avail Cap(c_a), veh/h	168	2952	916	153	2910	903	288	0	0	373	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	50.6	13.0	10.3	50.7	16.5	10.7	41.0	0.0	0.0	41.9	0.0	0.0
Incr Delay (d2), s/veh	1.1	0.4	0.0	2.5	1.0	0.0	0.6	0.0	0.0	4.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.8	8.3	0.2	1.5	15.1	0.2	4.1	0.0	0.0	9.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.7	13.4	10.3	53.2	17.4	10.7	41.6	0.0	0.0	46.3	0.0	0.0
LnGrp LOS	D	B	B	D	B	B	D	A	A	D	A	A
Approach Vol, veh/h		1141			1818			87			181	
Approach Delay, s/veh		15.1			17.9			41.6			46.3	
Approach LOS		B			B			D			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		30.0	15.0	75.0		30.0	16.0	74.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		25.5	10.5	70.5		25.5	11.5	69.5				
Max Q Clear Time (g_c+I1), s		12.5	3.7	15.5		13.9	5.4	29.8				
Green Ext Time (p_c), s		0.3	0.0	8.9		0.8	0.0	18.0				
Intersection Summary												
HCM 6th Ctrl Delay				19.2								
HCM 6th LOS				B								

HCM 6th TWSC
 14: Rainbow Dr East & US 50

Intersection												
Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑	↗		↕			↕	
Traffic Vol, veh/h	10	1048	10	10	1693	10	10	5	10	10	5	10
Future Vol, veh/h	10	1048	10	10	1693	10	10	5	10	10	5	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	550	-	500	500	-	500	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	11	1139	11	11	1840	11	11	5	11	11	5	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1851	0	0	1150	0	0	1922	3034	570	2342	3034	920
Stage 1	-	-	-	-	-	-	1161	1161	-	1862	1862	-
Stage 2	-	-	-	-	-	-	761	1873	-	480	1172	-
Critical Hdwy	5.38	-	-	5.38	-	-	6.44	6.54	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.14	-	-	3.14	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	145	-	-	326	-	-	71	13	398	39	13	234
Stage 1	-	-	-	-	-	-	154	268	-	49	121	-
Stage 2	-	-	-	-	-	-	330	120	-	490	264	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	145	-	-	326	-	-	40	12	398	23	12	234
Mov Cap-2 Maneuver	-	-	-	-	-	-	40	12	-	23	12	-
Stage 1	-	-	-	-	-	-	142	248	-	45	117	-
Stage 2	-	-	-	-	-	-	290	116	-	431	244	-





























Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.1			242.2			\$ 364		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	36	145	-	-	326	-	-	28
HCM Lane V/C Ratio	0.755	0.075	-	-	0.033	-	-	0.97
HCM Control Delay (s)	242.2	31.8	-	-	16.4	-	-	\$ 364
HCM Lane LOS	F	D	-	-	C	-	-	F
HCM 95th %tile Q(veh)	2.7	0.2	-	-	0.1	-	-	3.1

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

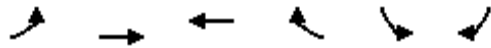
HCM 6th Signalized Intersection Summary

15: Chaves Rd/Bryce St & US 50

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 						 	
Traffic Volume (veh/h)	202	841	62	41	1237	113	93	19	14	148	13	404
Future Volume (veh/h)	202	841	62	41	1237	113	93	19	14	148	13	404
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	220	914	0	45	1345	0	101	21	11	161	14	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	4	4	4	4	4	2	2	2	2	2	2
Cap, veh/h	354	1763		168	1734		455	538	456	445	538	
Arrive On Green	0.10	0.50	0.00	0.10	0.50	0.00	0.29	0.29	0.29	0.29	0.29	0.00
Sat Flow, veh/h	3401	3497	1560	1753	3497	1560	1400	1870	1585	1377	1870	1585
Grp Volume(v), veh/h	220	914	0	45	1345	0	101	21	11	161	14	0
Grp Sat Flow(s),veh/h/ln	1700	1749	1560	1753	1749	1560	1400	1870	1585	1377	1870	1585
Q Serve(g_s), s	7.4	21.1	0.0	2.9	37.8	0.0	6.7	1.0	0.6	11.4	0.6	0.0
Cycle Q Clear(g_c), s	7.4	21.1	0.0	2.9	37.8	0.0	7.3	1.0	0.6	12.4	0.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	354	1763		168	1734		455	538	456	445	538	
V/C Ratio(X)	0.62	0.52		0.27	0.78		0.22	0.04	0.02	0.36	0.03	
Avail Cap(c_a), veh/h	354	1763		168	1734		455	538	456	445	538	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	51.5	20.0	0.0	50.3	24.8	0.0	33.3	30.8	30.7	35.3	30.7	0.0
Incr Delay (d2), s/veh	3.3	1.1	0.0	3.9	3.5	0.0	1.1	0.1	0.1	2.3	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.9	13.0	0.0	2.5	21.7	0.0	4.4	0.8	0.4	7.4	0.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.8	21.1	0.0	54.2	28.3	0.0	34.5	30.9	30.8	37.6	30.8	0.0
LnGrp LOS	D	C		D	C		C	C	C	D	C	
Approach Vol, veh/h		1134	A		1390	A		133			175	A
Approach Delay, s/veh		27.6			29.1			33.6			37.0	
Approach LOS		C			C			C			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		39.0	16.0	65.0		39.0	17.0	64.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		34.5	11.5	60.5		34.5	12.5	59.5				
Max Q Clear Time (g_c+I1), s		9.3	4.9	23.1		14.4	9.4	39.8				
Green Ext Time (p_c), s		0.4	0.0	6.9		0.5	0.2	9.3				
Intersection Summary												
HCM 6th Ctrl Delay			29.2									
HCM 6th LOS			C									
Notes												
Unsignalized Delay for [EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary

1: US 50 & Pine Cone Rd



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↖	↑↑↑	↑↑↑	↗	↖	↗	
Traffic Volume (veh/h)	135	2927	1524	33	36	110	
Future Volume (veh/h)	135	2927	1524	33	36	110	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	147	3182	1657	0	39	120	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	263	3769	2796		314	279	
Arrive On Green	0.15	0.74	0.55	0.00	0.18	0.18	
Sat Flow, veh/h	1781	5274	5274	1585	1781	1585	
Grp Volume(v), veh/h	147	3182	1657	0	39	120	
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1585	1781	1585	
Q Serve(g_s), s	8.1	45.5	22.8	0.0	1.9	7.1	
Cycle Q Clear(g_c), s	8.1	45.5	22.8	0.0	1.9	7.1	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	263	3769	2796		314	279	
V/C Ratio(X)	0.56	0.84	0.59		0.12	0.43	
Avail Cap(c_a), veh/h	263	3769	2796		314	279	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.46	0.00	1.00	1.00	
Uniform Delay (d), s/veh	41.6	9.6	15.9	0.0	36.4	38.5	
Incr Delay (d2), s/veh	8.3	2.5	0.4	0.0	0.8	4.8	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(95%),veh/ln	7.2	18.1	11.1	0.0	1.7	11.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	49.9	12.1	16.3	0.0	37.2	43.3	
LnGrp LOS	D	B	B		D	D	
Approach Vol, veh/h		3329	1657	A	159		
Approach Delay, s/veh		13.7	16.3		41.8		
Approach LOS		B	B		D		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				82.0	23.0	20.0	62.0
Change Period (Y+Rc), s				4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s				77.5	18.5	15.5	57.5
Max Q Clear Time (g_c+I1), s				47.5	9.1	10.1	24.8
Green Ext Time (p_c), s				27.8	0.3	0.2	14.8

Intersection Summary






















HCM 6th Ctrl Delay	15.4
HCM 6th LOS	B

Notes

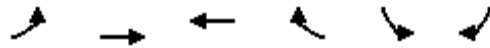
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

2: River Rd/Retail Rd & US 50

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	229	2586	17	10	1584	85	10	5	11	330	5	143
Future Volume (veh/h)	229	2586	17	10	1584	85	10	5	11	330	5	143
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	249	2811	0	11	1722	82	11	5	12	359	5	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	331	2845		110	2164	103	422	123	296	410	472	
Arrive On Green	0.37	1.00	0.00	0.06	0.43	0.43	0.25	0.25	0.25	0.25	0.25	0.00
Sat Flow, veh/h	1781	5106	1585	1781	4994	238	1411	488	1171	1396	1870	0
Grp Volume(v), veh/h	249	2811	0	11	1173	631	11	0	17	359	5	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1828	1411	0	1660	1396	1870	0
Q Serve(g_s), s	12.8	0.0	0.0	0.6	31.3	31.4	0.6	0.0	0.8	25.7	0.2	0.0
Cycle Q Clear(g_c), s	12.8	0.0	0.0	0.6	31.3	31.4	0.8	0.0	0.8	26.5	0.2	0.0
Prop In Lane	1.00		1.00	1.00		0.13	1.00		0.71	1.00		0.00
Lane Grp Cap(c), veh/h	331	2845		110	1475	792	422	0	419	410	472	
V/C Ratio(X)	0.75	0.99		0.10	0.80	0.80	0.03	0.00	0.04	0.88	0.01	
Avail Cap(c_a), veh/h	331	2845		110	1475	792	422	0	419	410	472	
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.43	0.43	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	30.9	0.0	0.0	46.5	25.7	25.7	29.7	0.0	29.6	40.3	29.4	0.0
Incr Delay (d2), s/veh	4.2	8.6	0.0	1.8	4.5	8.2	0.0	0.0	0.0	18.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.1	3.9	0.0	0.6	18.3	20.5	0.4	0.0	0.6	16.9	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.1	8.6	0.0	48.3	30.2	33.9	29.8	0.0	29.7	58.9	29.4	0.0
LnGrp LOS	D	A		D	C	C	C	A	C	E	C	
Approach Vol, veh/h		3060	A		1815			28			364	A
Approach Delay, s/veh		10.8			31.6			29.7			58.5	
Approach LOS		B			C			C			E	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		31.0	11.0	63.0		31.0	24.0	50.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		26.5	6.5	58.5		26.5	19.5	45.5				
Max Q Clear Time (g_c+I1), s		2.8	2.6	2.0		28.5	14.8	33.4				
Green Ext Time (p_c), s		0.1	0.0	43.2		0.0	0.3	8.4				
Intersection Summary												
HCM 6th Ctrl Delay			21.4									
HCM 6th LOS			C									
Notes												
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.												





























HCM 6th Signalized Intersection Summary 3: US 50 & Fortune Dr



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖↗		↖↖↗		↖	↗
Traffic Volume (veh/h)	532	0	1436	106	200	267
Future Volume (veh/h)	532	0	1436	106	200	267
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	578	0	1561	103	217	217
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	656	0	2550	168	260	533
Arrive On Green	0.19	0.00	0.52	0.52	0.15	0.15
Sat Flow, veh/h	3456	578	5062	323	1781	1585
Grp Volume(v), veh/h	578	52.0	1086	578	217	217
Grp Sat Flow(s),veh/h/ln	1728	D	1702	1812	1781	1585
Q Serve(g_s), s	17.1		23.5	23.6	12.4	11.1
Cycle Q Clear(g_c), s	17.1		23.5	23.6	12.4	11.1
Prop In Lane	1.00			0.18	1.00	1.00
Lane Grp Cap(c), veh/h	656		1774	944	260	533
V/C Ratio(X)	0.88		0.61	0.61	0.83	0.41
Avail Cap(c_a), veh/h	757		1774	944	373	633
HCM Platoon Ratio	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.4		17.7	17.7	43.6	26.8
Incr Delay (d2), s/veh	10.6		1.6	3.0	10.5	0.5
Initial Q Delay(d3),s/veh	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.5		13.5	14.7	10.3	7.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	52.0		19.3	20.6	54.1	27.3
LnGrp LOS	D		B	C	D	C
Approach Vol, veh/h			1664		434	
Approach Delay, s/veh			19.7		40.7	
Approach LOS			B		D	
Timer - Assigned Phs			3	4		6
Phs Duration (G+Y+Rc), s			24.9	59.7		20.3
Change Period (Y+Rc), s			5.0	5.0		5.0
Max Green Setting (Gmax), s			23.0	45.0		22.0
Max Q Clear Time (g_c+I1), s			19.1	25.6		14.4
Green Ext Time (p_c), s			0.9	10.7		0.9
Intersection Summary						
HCM 6th Ctrl Delay			30.1			
HCM 6th LOS			C			

HCM 6th Signalized Intersection Summary

4: Seagale Rd/Traditions Pkwy & US 50

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (veh/h)	148	2578	21	10	1541	135	13	5	10	94	5	84
Future Volume (veh/h)	148	2578	21	10	1541	135	13	5	10	94	5	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	161	2802	18	11	1675	132	14	5	0	102	5	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	297	3039	943	178	2551	201	314	330		314	330	
Arrive On Green	0.17	0.60	0.60	0.10	0.53	0.53	0.18	0.18	0.00	0.18	0.18	0.00
Sat Flow, veh/h	1781	5106	1585	1781	4826	380	1411	1870	1585	1411	1870	1585
Grp Volume(v), veh/h	161	2802	18	11	1181	626	14	5	0	102	5	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1802	1411	1870	1585	1411	1870	1585
Q Serve(g_s), s	8.7	51.7	0.5	0.6	26.3	26.4	0.9	0.2	0.0	6.8	0.2	0.0
Cycle Q Clear(g_c), s	8.7	51.7	0.5	0.6	26.3	26.4	1.1	0.2	0.0	7.0	0.2	0.0
Prop In Lane	1.00		1.00	1.00		0.21	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	297	3039	943	178	1799	952	314	330		314	330	
V/C Ratio(X)	0.54	0.92	0.02	0.06	0.66	0.66	0.04	0.02		0.32	0.02	
Avail Cap(c_a), veh/h	297	3039	943	178	1799	952	314	330		314	330	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	40.1	19.1	8.7	42.8	17.9	17.9	36.2	35.7	0.0	38.6	35.7	0.0
Incr Delay (d2), s/veh	6.9	6.0	0.0	0.1	1.9	3.5	0.3	0.1	0.0	2.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.6	25.8	0.3	0.5	14.8	16.1	0.6	0.2	0.0	4.6	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.0	25.0	8.7	42.9	19.8	21.4	36.4	35.8	0.0	41.3	35.8	0.0
LnGrp LOS	D	C	A	D	B	C	D	D		D	D	
Approach Vol, veh/h		2981			1818			19	A		107	A
Approach Delay, s/veh		26.1			20.5			36.3			41.1	
Approach LOS		C			C			D			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		23.0	15.0	67.0		23.0	22.0	60.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.5	10.5	62.5		18.5	17.5	55.5				
Max Q Clear Time (g_c+I1), s		3.1	2.6	53.7		9.0	10.7	28.4				
Green Ext Time (p_c), s		0.0	0.0	8.3		0.2	0.2	14.3				
Intersection Summary												
HCM 6th Ctrl Delay			24.4									
HCM 6th LOS			C									
Notes												
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th TWSC
 5: US 50 & Enterprise Way West

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↑↑↑	↗		↗
Traffic Vol, veh/h	18	2702	1589	10	0	32
Future Vol, veh/h	18	2702	1589	10	0	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	550	-	-	500	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	2937	1727	11	0	35

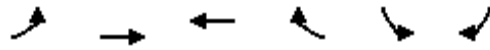
Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1727	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	5.34	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	3.12	-	-
Pot Cap-1 Maneuver	172	-	0
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	172	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	21.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	172	-	-	-	255
HCM Lane V/C Ratio	0.114	-	-	-	0.136
HCM Control Delay (s)	28.6	-	-	-	21.3
HCM Lane LOS	D	-	-	-	C
HCM 95th %tile Q(veh)	0.4	-	-	-	0.5

HCM Unsignalized Intersection Capacity Analysis



































6: US 50 & Occidental Dr West




























Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations		↑↑↑	↑↑↑			↗		
Traffic Volume (veh/h)	0	2763	1568	10	0	52		
Future Volume (Veh/h)	0	2763	1568	10	0	52		
Sign Control		Free	Free		Stop			
Grade		0%	0%		0%			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly flow rate (vph)	0	3003	1704	11	0	57		
Pedestrians								
Lane Width (ft)								
Walking Speed (ft/s)								
Percent Blockage								
Right turn flare (veh)								
Median type		None	None					
Median storage (veh)								
Upstream signal (ft)			839					
pX, platoon unblocked	0.81				0.81	0.81		
vC, conflicting volume	1704				2710	432		
vC1, stage 1 conf vol								
vC2, stage 2 conf vol								
vCu, unblocked vol	700				1942	0		
tC, single (s)	4.1				6.8	6.9		
tC, 2 stage (s)								
tF (s)	2.2				3.5	3.3		
p0 queue free %	100				100	94		
cM capacity (veh/h)	723				46	879		
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4	SB 1
Volume Total	1001	1001	1001	487	487	487	254	57
Volume Left	0	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	11	57
cSH	1700	1700	1700	1700	1700	1700	1700	879
Volume to Capacity	0.59	0.59	0.59	0.29	0.29	0.29	0.15	0.06
Queue Length 95th (ft)	0	0	0	0	0	0	0	5
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.4
Lane LOS								A
Approach Delay (s)	0.0			0.0				9.4
Approach LOS								A
Intersection Summary								
Average Delay			0.1					
Intersection Capacity Utilization			56.7%		ICU Level of Service			B
Analysis Period (min)			15					

HCM 6th Signalized Intersection Summary






























7: Cardelli Rd/Riverboat Rd & US 50

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	  	  		  	  				 			 	
Traffic Volume (veh/h)	546	2267	215	40	1423	60	114	5	45	80	5	208	
Future Volume (veh/h)	546	2267	215	40	1423	60	114	5	45	80	5	208	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	593	2464	0	43	1547	0	124	5	44	87	5	0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2	
Cap, veh/h	905	3282		181	2213		314	29	255	272	330		
Arrive On Green	0.26	0.64	0.00	0.05	0.43	0.00	0.18	0.18	0.18	0.18	0.18	0.00	
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	1411	164	1446	1356	1870	1585	
Grp Volume(v), veh/h	593	2464	0	43	1547	0	124	0	49	87	5	0	
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1411	0	1610	1356	1870	1585	
Q Serve(g_s), s	16.1	35.0	0.0	1.3	25.9	0.0	8.4	0.0	2.7	6.1	0.2	0.0	
Cycle Q Clear(g_c), s	16.1	35.0	0.0	1.3	25.9	0.0	8.6	0.0	2.7	8.8	0.2	0.0	
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.90	1.00		1.00	
Lane Grp Cap(c), veh/h	905	3282		181	2213		314	0	284	272	330		
V/C Ratio(X)	0.66	0.75		0.24	0.70		0.39	0.00	0.17	0.32	0.02		
Avail Cap(c_a), veh/h	905	3282		181	2213		314	0	284	272	330		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.00	0.85	0.85	0.00	1.00	0.00	1.00	1.00	1.00	0.00	
Uniform Delay (d), s/veh	34.5	12.9	0.0	47.7	24.2	0.0	39.3	0.0	36.7	40.5	35.7	0.0	
Incr Delay (d2), s/veh	1.7	1.6	0.0	0.6	1.6	0.0	3.7	0.0	1.3	3.1	0.1	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(95%),veh/ln	10.9	16.9	0.0	1.0	14.7	0.0	5.8	0.0	2.1	4.1	0.2	0.0	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	36.2	14.6	0.0	48.3	25.8	0.0	43.0	0.0	38.1	43.6	35.8	0.0	
LnGrp LOS	D	B		D	C		D	A	D	D	D		
Approach Vol, veh/h		3057	A		1590	A		173			92	A	
Approach Delay, s/veh		18.8			26.4			41.6			43.1		
Approach LOS		B			C			D			D		
Timer - Assigned Phs		2	3	4		6	7	8					
Phs Duration (G+Y+Rc), s		23.0	10.0	72.0		23.0	32.0	50.0					
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5					
Max Green Setting (Gmax), s		18.5	5.5	67.5		18.5	27.5	45.5					
Max Q Clear Time (g_c+I1), s		10.6	3.3	37.0		10.8	18.1	27.9					
Green Ext Time (p_c), s		0.3	0.0	23.3		0.1	1.6	9.8					
Intersection Summary													
HCM 6th Ctrl Delay			22.5										
HCM 6th LOS			C										
Notes													
Unsignalized Delay for [EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.													

HCM 6th Signalized Intersection Summary
 8: Occidental Dr East & US 50































												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (veh/h)	73	2186	249	27	1453	22	70	7	13	27	13	38
Future Volume (veh/h)	73	2186	249	27	1453	22	70	7	13	27	13	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	79	2376	0	29	1579	22	76	8	13	29	14	37
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	195	3039		178	3039	42	318	113	184	127	69	129
Arrive On Green	0.22	1.00	0.00	0.10	0.59	0.59	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1781	5106	1585	1781	5189	72	1354	641	1042	456	394	731
Grp Volume(v), veh/h	79	2376	0	29	1036	565	76	0	21	80	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1857	1354	0	1683	1581	0	0
Q Serve(g_s), s	4.0	0.0	0.0	1.6	19.0	19.0	0.0	0.0	1.1	0.8	0.0	0.0
Cycle Q Clear(g_c), s	4.0	0.0	0.0	1.6	19.0	19.0	4.2	0.0	1.1	4.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.62	0.36		0.46
Lane Grp Cap(c), veh/h	195	3039		178	1994	1088	318	0	297	325	0	0
V/C Ratio(X)	0.40	0.78		0.16	0.52	0.52	0.24	0.00	0.07	0.25	0.00	0.00
Avail Cap(c_a), veh/h	195	3039		178	1994	1088	318	0	297	325	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.61	0.61	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	38.1	0.0	0.0	43.2	13.0	13.0	37.4	0.0	36.1	37.4	0.0	0.0
Incr Delay (d2), s/veh	0.8	1.3	0.0	2.0	1.0	1.8	1.8	0.0	0.5	1.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.0	0.6	0.0	1.4	10.8	11.9	3.3	0.0	0.9	3.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.9	1.3	0.0	45.2	13.9	14.7	39.1	0.0	36.5	39.2	0.0	0.0
LnGrp LOS	D	A		D	B	B	D	A	D	D	A	A
Approach Vol, veh/h		2455	A		1630			97			80	
Approach Delay, s/veh		2.5			14.8			38.6			39.2	
Approach LOS		A			B			D			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		23.0	15.0	67.0		23.0	16.0	66.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.5	10.5	62.5		18.5	11.5	61.5				
Max Q Clear Time (g_c+I1), s		6.2	3.6	2.0		6.3	6.0	21.0				
Green Ext Time (p_c), s		0.2	0.0	35.0		0.2	0.1	14.1				
Intersection Summary												
HCM 6th Ctrl Delay			8.7									
HCM 6th LOS			A									
Notes												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary
 9: Fort Churchill Rd/Six Mile Canyon Rd & US 50

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (veh/h)	207	1972	118	18	1368	93	78	25	24	73	22	129
Future Volume (veh/h)	207	1972	118	18	1368	93	78	25	24	73	22	129
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	225	2143	0	20	1487	0	85	27	0	79	24	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	4	4	4	2	2	2	2	2	2
Cap, veh/h	261	2991		175	2710		312	347		309	347	
Arrive On Green	0.15	0.59	0.00	0.03	0.18	0.00	0.19	0.19	0.00	0.19	0.19	0.00
Sat Flow, veh/h	1781	5106	1585	1753	5025	1560	1387	1870	1585	1383	1870	1585
Grp Volume(v), veh/h	225	2143	0	20	1487	0	85	27	0	79	24	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1753	1675	1560	1387	1870	1585	1383	1870	1585
Q Serve(g_s), s	13.0	31.5	0.0	1.2	28.3	0.0	5.7	1.3	0.0	5.3	1.1	0.0
Cycle Q Clear(g_c), s	13.0	31.5	0.0	1.2	28.3	0.0	6.8	1.3	0.0	6.5	1.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	261	2991		175	2710		312	347		309	347	
V/C Ratio(X)	0.86	0.72		0.11	0.55		0.27	0.08		0.26	0.07	
Avail Cap(c_a), veh/h	433	2991		175	2710		312	347		309	347	
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.89	0.89	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	43.8	15.5	0.0	46.3	31.5	0.0	38.1	35.3	0.0	38.0	35.3	0.0
Incr Delay (d2), s/veh	9.3	1.5	0.0	1.2	0.7	0.0	0.5	0.1	0.0	2.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.2	16.3	0.0	1.0	18.2	0.0	3.5	1.0	0.0	3.5	1.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.1	17.0	0.0	47.4	32.2	0.0	38.5	35.4	0.0	40.0	35.6	0.0
LnGrp LOS	D	B		D	C		D	D		D	D	
Approach Vol, veh/h		2368	A		1507	A		112	A		103	A
Approach Delay, s/veh		20.5			32.4			37.8			39.0	
Approach LOS		C			C			D			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		24.0	15.0	66.0		24.0	19.9	61.1				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		19.5	10.5	61.5		19.5	25.5	46.5				
Max Q Clear Time (g_c+I1), s		8.8	3.2	33.5		8.5	15.0	30.3				
Green Ext Time (p_c), s		0.2	0.0	18.8		0.2	0.4	8.9				
Intersection Summary												
HCM 6th Ctrl Delay			25.8									
HCM 6th LOS			C									
Notes												
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary

10: Lafond Ave & US 50

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 		 		
Traffic Volume (veh/h)	133	1859	154	20	1289	70	154	5	24	29	5	65
Future Volume (veh/h)	133	1859	154	20	1289	70	154	5	24	29	5	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	145	2021	0	22	1401	0	167	5	24	32	5	54
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	4	4	4	4	4	2	2	2	2	2	2
Cap, veh/h	240	3039		194	3039		431	87	417	302	43	309
Arrive On Green	1.00	1.00	0.00	0.60	0.60	0.00	0.07	0.31	0.31	0.20	0.20	0.20
Sat Flow, veh/h	379	5025	1560	208	5025	1560	1781	281	1347	1219	219	1585
Grp Volume(v), veh/h	145	2021	0	22	1401	0	167	0	29	37	0	54
Grp Sat Flow(s),veh/h/ln	379	1675	1560	208	1675	1560	1781	0	1628	1438	0	1585
Q Serve(g_s), s	27.7	0.0	0.0	4.9	16.0	0.0	7.5	0.0	1.3	1.8	0.0	3.0
Cycle Q Clear(g_c), s	43.7	0.0	0.0	4.9	16.0	0.0	7.5	0.0	1.3	2.1	0.0	3.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.83	0.86		1.00
Lane Grp Cap(c), veh/h	240	3039		194	3039		431	0	504	345	0	309
V/C Ratio(X)	0.60	0.67		0.11	0.46		0.39	0.00	0.06	0.11	0.00	0.17
Avail Cap(c_a), veh/h	240	3039		194	3039		431	0	504	345	0	309
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.65	0.65	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.5	0.0	0.0	9.2	11.4	0.0	29.8	0.0	25.5	34.8	0.0	35.2
Incr Delay (d2), s/veh	7.2	0.8	0.0	1.2	0.5	0.0	0.6	0.0	0.0	0.6	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.9	0.4	0.0	0.5	9.0	0.0	6.1	0.0	0.9	1.5	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.7	0.8	0.0	10.4	11.9	0.0	30.3	0.0	25.5	35.5	0.0	36.4
LnGrp LOS	B	A		B	B		C	A	C	D	A	D
Approach Vol, veh/h		2166	A		1423	A		196			91	
Approach Delay, s/veh		1.6			11.9			29.6			36.0	
Approach LOS		A			B			C			D	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		37.0		68.0	12.0	25.0		68.0				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		32.5		63.5	7.5	20.5		63.5				
Max Q Clear Time (g_c+I1), s		3.3		45.7	9.5	5.0		18.0				
Green Ext Time (p_c), s		0.1		14.1	0.0	0.2		14.2				
Intersection Summary												
HCM 6th Ctrl Delay			7.6									
HCM 6th LOS			A									
Notes												
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th TWSC
 11: US 50 & Mark Twain Rd

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑	↑		↑
Traffic Vol, veh/h	0	2025	1431	10	0	14
Future Vol, veh/h	0	2025	1431	10	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	None
Storage Length	-	-	-	500	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	0	2201	1555	11	0	15

Major/Minor	Major1	Major2	Minor2
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Conflicting Flow All	-	0	-	0	-	778
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	0	0	291
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	291
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
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HCM Control Delay, s	0	0	18.1
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
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Capacity (veh/h)	-	-	291
HCM Lane V/C Ratio	-	-	0.052
HCM Control Delay (s)	-	-	18.1
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.2

HCM 6th TWSC
12: Rainbow Dr West & US 50

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗		↑↑↑	↗			↗			↗
Traffic Vol, veh/h	43	1885	139	0	1435	14	0	0	24	0	0	21
Future Vol, veh/h	43	1885	139	0	1435	14	0	0	24	0	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	500	-	500	-	-	500	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	47	2049	151	0	1560	15	0	0	26	0	0	23



























Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1575	0	0	-	-	0	-	-	1025	-	-	780
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.38	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.14	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	200	-	-	0	-	-	0	0	200	0	0	290
Stage 1	-	-	-	0	-	-	0	0	-	0	0	-
Stage 2	-	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	200	-	-	-	-	-	-	-	200	-	-	290
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			0			25.7			18.5		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	200	200	-	-	-	-	290
HCM Lane V/C Ratio	0.13	0.234	-	-	-	-	0.079
HCM Control Delay (s)	25.7	28.4	-	-	-	-	18.5
HCM Lane LOS		D	D	-	-	-	C
HCM 95th %tile Q(veh)	0.4	0.9	-	-	-	-	0.3

HCM 6th Signalized Intersection Summary

13: Pinenut Dr & US 50

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 			 	
Traffic Volume (veh/h)	152	1790	13	40	1464	10	63	10	10	20	10	87
Future Volume (veh/h)	152	1790	13	40	1464	10	63	10	10	20	10	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	165	1946	11	43	1591	8	68	11	10	22	11	85
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	4	4	4	4	4	2	2	2	2	2	2
Cap, veh/h	359	3039	943	142	2417	750	247	40	29	74	50	214
Arrive On Green	0.20	0.60	0.60	0.08	0.48	0.48	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1753	5025	1560	1753	5025	1560	1006	214	155	179	269	1153
Grp Volume(v), veh/h	165	1946	11	43	1591	8	89	0	0	118	0	0
Grp Sat Flow(s),veh/h/ln	1753	1675	1560	1753	1675	1560	1375	0	0	1601	0	0
Q Serve(g_s), s	8.7	26.2	0.3	2.4	25.2	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	8.7	26.2	0.3	2.4	25.2	0.3	5.9	0.0	0.0	6.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.76		0.11	0.19		0.72
Lane Grp Cap(c), veh/h	359	3039	943	142	2417	750	316	0	0	338	0	0
V/C Ratio(X)	0.46	0.64	0.01	0.30	0.66	0.01	0.28	0.00	0.00	0.35	0.00	0.00
Avail Cap(c_a), veh/h	359	3039	943	142	2417	750	316	0	0	338	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	36.7	13.4	8.3	45.5	20.7	14.2	37.1	0.0	0.0	37.5	0.0	0.0
Incr Delay (d2), s/veh	0.9	1.0	0.0	1.2	1.4	0.0	2.2	0.0	0.0	2.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.6	13.6	0.2	1.9	14.3	0.2	3.9	0.0	0.0	5.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.6	14.4	8.3	46.6	22.1	14.2	39.4	0.0	0.0	40.3	0.0	0.0
LnGrp LOS	D	B	A	D	C	B	D	A	A	D	A	A
Approach Vol, veh/h		2122			1642			89			118	
Approach Delay, s/veh		16.2			22.7			39.4			40.3	
Approach LOS		B			C			D			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		24.0	13.0	68.0		24.0	26.0	55.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		19.5	8.5	63.5		19.5	21.5	50.5				
Max Q Clear Time (g_c+I1), s		7.9	4.4	28.2		8.6	10.7	27.2				
Green Ext Time (p_c), s		0.3	0.0	19.3		0.4	0.3	11.9				
Intersection Summary												
HCM 6th Ctrl Delay			20.1									
HCM 6th LOS			C									

HCM 6th TWSC
 14: Rainbow Dr East & US 50

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑	↗		↕			↕	
Traffic Vol, veh/h	10	1866	10	10	1474	10	10	5	10	10	5	10
Future Vol, veh/h	10	1866	10	10	1474	10	10	5	10	10	5	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	550	-	500	500	-	500	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	11	2028	11	11	1602	11	11	5	11	11	5	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1613	0	0	2039	0	0	2715	3685	1014	2460	3685	801
Stage 1	-	-	-	-	-	-	2050	2050	-	1624	1624	-
Stage 2	-	-	-	-	-	-	665	1635	-	836	2061	-
Critical Hdwy	5.38	-	-	5.38	-	-	6.44	6.54	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.14	-	-	3.14	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	192	-	-	117	-	-	22	~ 5	203	33	~ 5	281
Stage 1	-	-	-	-	-	-	35	97	-	72	159	-
Stage 2	-	-	-	-	-	-	378	157	-	297	96	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	192	-	-	117	-	-	-	~ 4	203	-	~ 4	281
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 4	-	-	~ 4	-
Stage 1	-	-	-	-	-	-	33	91	-	68	144	-
Stage 2	-	-	-	-	-	-	317	142	-	249	91	-





























Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.3		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	192	-	-	117	-	-	-
HCM Lane V/C Ratio	-	0.057	-	-	0.093	-	-	-
HCM Control Delay (s)	-	24.9	-	-	38.9	-	-	-
HCM Lane LOS	-	C	-	-	E	-	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-	0.3	-	-	-

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

HCM 6th Signalized Intersection Summary

15: Chaves Rd/Bryce St & US 50

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 						 	
Traffic Volume (veh/h)	425	1447	59	23	1164	133	110	21	47	133	26	252
Future Volume (veh/h)	425	1447	59	23	1164	133	110	21	47	133	26	252
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	462	1573	0	25	1265	0	120	23	38	145	28	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	4	4	4	4	4	2	2	2	2	2	2
Cap, veh/h	696	2015		175	1649		322	365	309	317	365	
Arrive On Green	0.20	0.58	0.00	0.10	0.47	0.00	0.20	0.20	0.20	0.20	0.20	0.00
Sat Flow, veh/h	3401	3497	1560	1753	3497	1560	1382	1870	1585	1341	1870	1585
Grp Volume(v), veh/h	462	1573	0	25	1265	0	120	23	38	145	28	0
Grp Sat Flow(s),veh/h/ln	1700	1749	1560	1753	1749	1560	1382	1870	1585	1341	1870	1585
Q Serve(g_s), s	13.1	36.4	0.0	1.4	31.4	0.0	8.2	1.1	2.1	10.4	1.3	0.0
Cycle Q Clear(g_c), s	13.1	36.4	0.0	1.4	31.4	0.0	9.4	1.1	2.1	11.4	1.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	696	2015		175	1649		322	365	309	317	365	
V/C Ratio(X)	0.66	0.78		0.14	0.77		0.37	0.06	0.12	0.46	0.08	
Avail Cap(c_a), veh/h	696	2015		175	1649		322	365	309	317	365	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	38.4	17.1	0.0	43.1	23.0	0.0	38.4	34.4	34.8	39.1	34.5	0.0
Incr Delay (d2), s/veh	2.4	3.1	0.0	1.7	3.5	0.0	3.3	0.3	0.8	4.7	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.3	19.4	0.0	1.2	18.3	0.0	5.5	0.9	1.5	6.9	1.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.8	20.2	0.0	44.8	26.5	0.0	41.7	34.8	35.6	43.8	34.9	0.0
LnGrp LOS	D	C		D	C		D	C	D	D	C	
Approach Vol, veh/h		2035	A		1290	A		181			173	A
Approach Delay, s/veh		24.9			26.8			39.5			42.3	
Approach LOS		C			C			D			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		25.0	15.0	65.0		25.0	26.0	54.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		20.5	10.5	60.5		20.5	21.5	49.5				
Max Q Clear Time (g_c+I1), s		11.4	3.4	38.4		13.4	15.1	33.4				
Green Ext Time (p_c), s		0.3	0.0	12.0		0.3	0.9	7.7				
Intersection Summary												
HCM 6th Ctrl Delay				27.1								
HCM 6th LOS				C								
Notes												
Unsignalized Delay for [EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

Appendix 7

2040 Parkway Alternative Synchro Output

HCM 6th TWSC
 1: US 50 & Pine Cone Rd

Intersection						
Int Delay, s/veh	16					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↑↑↑	↗		↗
Traffic Vol, veh/h	67	1066	2711	34	0	105
Future Vol, veh/h	67	1066	2711	34	0	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	650	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	73	1159	2947	37	0	114

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	2947	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	5.34	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	3.12	-	-
Pot Cap-1 Maneuver	~ 40	-	0
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	~ 40	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-


























Approach	EB	WB	SB
HCM Control Delay, s	36	0	217.3
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	~ 40	-	-	-	99
HCM Lane V/C Ratio	1.821	-	-	-	1.153
HCM Control Delay (s)	\$ 608	-	-	-	217.3
HCM Lane LOS	F	-	-	-	F
HCM 95th %tile Q(veh)	7.7	-	-	-	7.6

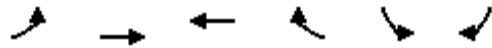
Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th Signalized Intersection Summary

2: River Rd/Retail Rd & US 50

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  							
Traffic Volume (veh/h)	54	963	10	16	2791	59	42	5	10	119	5	202
Future Volume (veh/h)	54	963	10	16	2791	59	42	5	10	119	5	202
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	59	1047	0	17	3034	57	46	5	10	129	5	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	156	3298		156	3333	62	274	86	172	265	288	
Arrive On Green	0.09	0.65	0.00	0.09	0.65	0.65	0.15	0.15	0.15	0.15	0.15	0.00
Sat Flow, veh/h	1781	5106	1585	1781	5161	96	1411	557	1113	1398	1870	0
Grp Volume(v), veh/h	59	1047	0	17	1995	1096	46	0	15	129	5	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1853	1411	0	1670	1398	1870	0
Q Serve(g_s), s	3.8	11.0	0.0	1.1	60.2	61.5	3.4	0.0	0.9	10.4	0.3	0.0
Cycle Q Clear(g_c), s	3.8	11.0	0.0	1.1	60.2	61.5	3.7	0.0	0.9	11.3	0.3	0.0
Prop In Lane	1.00		1.00	1.00		0.05	1.00		0.67	1.00		0.00
Lane Grp Cap(c), veh/h	156	3298		156	2198	1197	274	0	257	265	288	
V/C Ratio(X)	0.38	0.32		0.11	0.91	0.92	0.17	0.00	0.06	0.49	0.02	
Avail Cap(c_a), veh/h	156	3298		156	2198	1197	274	0	257	265	288	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	51.7	9.5	0.0	50.4	18.2	18.4	44.6	0.0	43.3	48.1	43.0	0.0
Incr Delay (d2), s/veh	1.5	0.3	0.0	1.4	6.9	12.4	0.3	0.0	0.1	6.3	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.1	6.6	0.0	0.9	29.6	34.6	2.2	0.0	0.7	7.4	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.2	9.7	0.0	51.8	25.1	30.8	44.9	0.0	43.4	54.4	43.2	0.0
LnGrp LOS	D	A		D	C	C	D	A	D	D	D	
Approach Vol, veh/h		1106	A		3108			61			134	A
Approach Delay, s/veh		12.0			27.2			44.5			54.0	
Approach LOS		B			C			D			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		23.0	15.0	82.0		23.0	15.0	82.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.5	10.5	77.5		18.5	10.5	77.5				
Max Q Clear Time (g_c+I1), s		5.7	3.1	13.0		13.3	5.8	63.5				
Green Ext Time (p_c), s		0.1	0.0	8.5		0.1	0.0	13.1				
Intersection Summary												
HCM 6th Ctrl Delay			24.5									
HCM 6th LOS			C									
Notes												
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

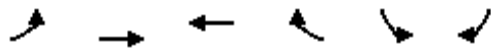
HCM 6th Signalized Intersection Summary 3: US 50 & Fortune Dr



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖↗		↖↖↗		↖	↗
Traffic Volume (veh/h)	213	0	2356	119	124	510
Future Volume (veh/h)	213	0	2356	119	124	510
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	232	0	2561	116	135	415
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	432	0	2713	122	371	528
Arrive On Green	0.13	0.00	0.54	0.54	0.21	0.21
Sat Flow, veh/h	3456	232	5178	225	1781	1585
Grp Volume(v), veh/h	232	50.6	1732	945	135	415
Grp Sat Flow(s),veh/h/ln	1728	D	1702	1830	1781	1585
Q Serve(g_s), s	7.6		57.0	58.8	7.8	13.4
Cycle Q Clear(g_c), s	7.6		57.0	58.8	7.8	13.4
Prop In Lane	1.00			0.12	1.00	1.00
Lane Grp Cap(c), veh/h	432		1844	991	371	528
V/C Ratio(X)	0.54		0.94	0.95	0.36	0.79
Avail Cap(c_a), veh/h	432		1844	991	371	528
HCM Platoon Ratio	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.2		25.7	26.1	40.7	36.1
Incr Delay (d2), s/veh	1.3		10.8	19.4	2.7	11.2
Initial Q Delay(d3),s/veh	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.9		31.4	36.9	6.7	9.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	50.6		36.5	45.4	43.4	47.3
LnGrp LOS	D		D	D	D	D
Approach Vol, veh/h			2677		550	
Approach Delay, s/veh			39.6		46.4	
Approach LOS			D		D	
Timer - Assigned Phs			3	4		6
Phs Duration (G+Y+Rc), s			20.0	70.0		30.0
Change Period (Y+Rc), s			5.0	5.0		5.0
Max Green Setting (Gmax), s			15.0	65.0		25.0
Max Q Clear Time (g_c+I1), s			9.6	60.8		15.4
Green Ext Time (p_c), s			0.3	4.0		1.4
Intersection Summary						
HCM 6th Ctrl Delay			41.4			
HCM 6th LOS			D			

HCM 6th Signalized Intersection Summary

4: US 50 & Traditions Pkwy



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖		↑↑↑		↘	↘
Traffic Volume (veh/h)	62	0	2410	38	137	141
Future Volume (veh/h)	62	0	2410	38	137	141
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	67	0	2620	37	149	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	230	0	2988	42	325	
Arrive On Green	0.13	0.00	0.58	0.58	0.18	0.00
Sat Flow, veh/h	1781	67	5357	73	1781	1585
Grp Volume(v), veh/h	67	50.5	1716	941	149	0
Grp Sat Flow(s),veh/h/ln	1781	D	1702	1857	1781	1585
Q Serve(g_s), s	4.1		51.7	52.2	9.0	0.0
Cycle Q Clear(g_c), s	4.1		51.7	52.2	9.0	0.0
Prop In Lane	1.00			0.04	1.00	1.00
Lane Grp Cap(c), veh/h	230		1961	1070	325	
V/C Ratio(X)	0.29		0.88	0.88	0.46	
Avail Cap(c_a), veh/h	230		2028	1107	325	
HCM Platoon Ratio	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00		1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	47.3		21.8	21.9	43.8	0.0
Incr Delay (d2), s/veh	3.2		4.5	8.2	1.0	0.0
Initial Q Delay(d3),s/veh	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.6		26.8	30.4	7.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	50.5		26.3	30.0	44.8	0.0
LnGrp LOS	D		C	C	D	
Approach Vol, veh/h			2657		149	A
Approach Delay, s/veh			27.6		44.8	
Approach LOS			C		D	
Timer - Assigned Phs			3	4		6
Phs Duration (G+Y+Rc), s			20.0	73.6		26.4
Change Period (Y+Rc), s			4.5	4.5		4.5
Max Green Setting (Gmax), s			15.5	71.5		19.5
Max Q Clear Time (g_c+I1), s			6.1	54.2		11.0
Green Ext Time (p_c), s			0.1	14.9		0.2
Intersection Summary						
HCM 6th Ctrl Delay			29.0			
HCM 6th LOS			C			

Notes

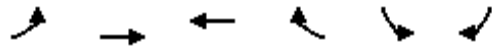
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
5: US 50 & Enterprise Way West

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑	↑		↑
Traffic Vol, veh/h	0	918	2533	12	0	10
Future Vol, veh/h	0	918	2533	12	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	500	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	998	2753	13	0	11
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	-	0	-	0	-	1377
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	-	0	115
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	115
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB	SB			
HCM Control Delay, s	0	0	39.5			
HCM LOS						E
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)	-	-	-	115		
HCM Lane V/C Ratio	-	-	-	0.095		
HCM Control Delay (s)	-	-	-	39.5		
HCM Lane LOS	-	-	-	E		
HCM 95th %tile Q(veh)	-	-	-	0.3		

HCM Unsignalized Intersection Capacity Analysis

























6: US 50 & Occidental Dr West



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations		↑↑↑	↑↑↑					↗
Traffic Volume (veh/h)	0	997	2400	10	0	120		
Future Volume (Veh/h)	0	997	2400	10	0	120		
Sign Control		Free	Free		Stop			
Grade		0%	0%		0%			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly flow rate (vph)	0	1084	2609	11	0	130		
Pedestrians								
Lane Width (ft)								
Walking Speed (ft/s)								
Percent Blockage								
Right turn flare (veh)								
Median type		None	None					
Median storage (veh)								
Upstream signal (ft)	839							
pX, platoon unblocked	0.71				0.71	0.71		
vC, conflicting volume	2609				2976	658		
vC1, stage 1 conf vol								
vC2, stage 2 conf vol								
vCu, unblocked vol	1203				1722	0		
tC, single (s)	4.1				6.8	6.9		
tC, 2 stage (s)								
tF (s)	2.2				3.5	3.3		
p0 queue free %	100				100	83		
cM capacity (veh/h)	407				57	766		
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4	SB 1
Volume Total	361	361	361	745	745	745	384	130
Volume Left	0	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	11	130
cSH	1700	1700	1700	1700	1700	1700	1700	766
Volume to Capacity	0.21	0.21	0.21	0.44	0.44	0.44	0.23	0.17
Queue Length 95th (ft)	0	0	0	0	0	0	0	15
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.7
Lane LOS								B
Approach Delay (s)	0.0			0.0				10.7
Approach LOS								B
Intersection Summary								
Average Delay			0.4					
Intersection Capacity Utilization			49.0%	ICU Level of Service				A
Analysis Period (min)			15					

HCM 6th Signalized Intersection Summary

7: Cardelli Rd/Riverboat Rd & US 50

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	131	899	67	46	2013	71	291	12	39	77	10	358
Future Volume (veh/h)	131	899	67	46	2013	71	291	12	39	77	10	358
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	142	977	0	50	2188	0	316	13	31	84	11	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	302	2702		302	2702		434	133	317	402	507	
Arrive On Green	0.09	0.53	0.00	0.09	0.53	0.00	0.27	0.27	0.27	0.27	0.27	0.00
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	1404	490	1169	1362	1870	1585
Grp Volume(v), veh/h	142	977	0	50	2188	0	316	0	44	84	11	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1404	0	1660	1362	1870	1585
Q Serve(g_s), s	4.7	13.4	0.0	1.6	42.4	0.0	25.6	0.0	2.4	5.9	0.5	0.0
Cycle Q Clear(g_c), s	4.7	13.4	0.0	1.6	42.4	0.0	26.1	0.0	2.4	8.3	0.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.70	1.00		1.00
Lane Grp Cap(c), veh/h	302	2702		302	2702		434	0	450	402	507	
V/C Ratio(X)	0.47	0.36		0.17	0.81		0.73	0.00	0.10	0.21	0.02	
Avail Cap(c_a), veh/h	302	2702		302	2702		434	0	450	402	507	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	52.1	16.4	0.0	50.7	23.3	0.0	41.7	0.0	32.8	35.9	32.1	0.0
Incr Delay (d2), s/veh	1.1	0.4	0.0	0.3	2.7	0.0	10.2	0.0	0.4	1.2	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.7	8.6	0.0	1.2	22.8	0.0	15.2	0.0	1.8	3.8	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.2	16.8	0.0	50.9	26.0	0.0	51.9	0.0	33.2	37.1	32.2	0.0
LnGrp LOS	D	B		D	C		D	A	C	D	C	
Approach Vol, veh/h		1119	A		2238	A		360			95	A
Approach Delay, s/veh		21.4			26.6			49.6			36.5	
Approach LOS		C			C			D			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		37.0	15.0	68.0		37.0	15.0	68.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		32.5	10.5	63.5		32.5	10.5	63.5				
Max Q Clear Time (g_c+I1), s		28.1	3.6	15.4		10.3	6.7	44.4				
Green Ext Time (p_c), s		0.5	0.0	7.6		0.2	0.1	14.5				
Intersection Summary												
HCM 6th Ctrl Delay			27.5									
HCM 6th LOS			C									
Notes												
Unsignalized Delay for [EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th TWSC
 8: Occidental Dr East & US 50





























Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑				↗			↗
Traffic Vol, veh/h	29	946	35	10	2095	13	0	0	15	0	0	41
Future Vol, veh/h	29	946	35	10	2095	13	0	0	15	0	0	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	None
Storage Length	500	-	500	500	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	1028	38	11	2277	14	0	0	16	0	0	45

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2291	0	0	1028	0	0	-	-	514	-	-	1146
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.34	-	-	5.34	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	89	-	-	379	-	-	0	0	433	0	0	166
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	89	-	-	379	-	-	-	-	433	-	-	166
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.9			0.1			13.6			34.5		
HCM LOS							B			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	433	89	-	-	379	-	-	166
HCM Lane V/C Ratio	0.038	0.354	-	-	0.029	-	-	0.268
HCM Control Delay (s)	13.6	66.2	-	-	14.8	-	-	34.5
HCM Lane LOS	B	F	-	-	B	-	-	D
HCM 95th %tile Q(veh)	0.1	1.4	-	-	0.1	-	-	1

HCM 6th Signalized Intersection Summary
 9: Fort Churchill Rd/Six Mile Canyon Rd & US 50

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  							
Traffic Volume (veh/h)	68	842	88	15	1566	38	425	18	28	105	24	222
Future Volume (veh/h)	68	842	88	15	1566	38	425	18	28	105	24	222
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	74	915	0	16	1702	0	462	20	0	114	26	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	4	4	4	2	2	2	2	2	2
Cap, veh/h	156	2064		124	1947		620	772		625	772	
Arrive On Green	0.09	0.40	0.00	0.07	0.39	0.00	0.41	0.41	0.00	0.41	0.41	0.00
Sat Flow, veh/h	1781	5106	1585	1753	5025	1560	1385	1870	1585	1392	1870	1585
Grp Volume(v), veh/h	74	915	0	16	1702	0	462	20	0	114	26	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1753	1675	1560	1385	1870	1585	1392	1870	1585
Q Serve(g_s), s	4.7	15.6	0.0	1.0	37.6	0.0	35.8	0.8	0.0	6.4	1.0	0.0
Cycle Q Clear(g_c), s	4.7	15.6	0.0	1.0	37.6	0.0	36.8	0.8	0.0	7.1	1.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	156	2064		124	1947		620	772		625	772	
V/C Ratio(X)	0.47	0.44		0.13	0.87		0.75	0.03		0.18	0.03	
Avail Cap(c_a), veh/h	156	2064		124	1947		620	772		625	772	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	52.1	26.0	0.0	52.3	34.0	0.0	32.0	20.9	0.0	23.0	21.0	0.0
Incr Delay (d2), s/veh	2.2	0.7	0.0	2.1	5.8	0.0	4.9	0.0	0.0	0.6	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.9	10.3	0.0	0.9	22.0	0.0	18.4	0.6	0.0	4.0	0.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.4	26.6	0.0	54.4	39.9	0.0	36.9	20.9	0.0	23.7	21.1	0.0
LnGrp LOS	D	C		D	D		D	C		C	C	
Approach Vol, veh/h		989	A		1718	A		482	A		140	A
Approach Delay, s/veh		28.7			40.0			36.2			23.2	
Approach LOS		C			D			D			C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		54.0	13.0	53.0		54.0	15.0	51.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		49.5	8.5	48.5		49.5	10.5	46.5				
Max Q Clear Time (g_c+I1), s		38.8	3.0	17.6		9.1	6.7	39.6				
Green Ext Time (p_c), s		1.3	0.0	6.6		0.5	0.0	5.2				
Intersection Summary												
HCM 6th Ctrl Delay			35.4									
HCM 6th LOS			D									
Notes												
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th TWSC
10: US 50 & Lafond Ave

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑	↗		↗
Traffic Vol, veh/h	38	963	1542	28	0	72
Future Vol, veh/h	38	963	1542	28	0	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	Free	-	None
Storage Length	650	-	-	500	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	41	1047	1676	30	0	78

Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	1676	0	-	0	-	838
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.18	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.24	-	-	-	-	3.32
Pot Cap-1 Maneuver	370	-	-	0	0	309
Stage 1	-	-	-	0	0	-
Stage 2	-	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	370	-	-	-	-	309
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	20.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	370	-	-	309
HCM Lane V/C Ratio	0.112	-	-	0.253
HCM Control Delay (s)	15.9	-	-	20.6
HCM Lane LOS	C	-	-	C
HCM 95th %tile Q(veh)	0.4	-	-	1

HCM 6th TWSC
 11: US 50 & Mark Twain Rd

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↑		↑
Traffic Vol, veh/h	0	1008	1645	10	0	10
Future Vol, veh/h	0	1008	1645	10	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Stop
Storage Length	-	-	-	500	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	0	1096	1788	11	0	11

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

Approach	EB	WB	SB
HCM Control Delay, s	0	0	18.2
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	284
HCM Lane V/C Ratio	-	-	0.038
HCM Control Delay (s)	-	-	18.2
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.1

HCM 6th TWSC
 12: Rainbow Dr West & US 50

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗		↑↑	↗			↗			↗
Traffic Vol, veh/h	16	983	65	0	1660	10	0	0	30	0	0	24
Future Vol, veh/h	16	983	65	0	1660	10	0	0	30	0	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	600	-	600	-	-	500	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	17	1068	71	0	1804	11	0	0	33	0	0	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1815	0	0	-	-	0	-	-	534	-	-	902
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.18	-	-	-	-	-	-	-	6.94	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.24	-	-	-	-	-	-	-	3.32	-	-	3.32
Pot Cap-1 Maneuver	326	-	-	0	-	-	0	0	491	0	0	281
Stage 1	-	-	-	0	-	-	0	0	-	0	0	-
Stage 2	-	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	326	-	-	-	-	-	-	-	491	-	-	281
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0			12.9			19.1		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	491	326	-	-	-	-	281
HCM Lane V/C Ratio	0.066	0.053	-	-	-	-	0.093
HCM Control Delay (s)	12.9	16.7	-	-	-	-	19.1
HCM Lane LOS	B	C	-	-	-	-	C
HCM 95th %tile Q(veh)	0.2	0.2	-	-	-	-	0.3

HCM 6th TWSC
13: Pinenut Dr & US 50

Intersection												
Int Delay, s/veh	25.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗	↘		↗	↘				↘	↘	↘
Traffic Vol, veh/h	55	972	10	0	1671	10	0	0	10	41	0	151
Future Vol, veh/h	55	972	10	0	1671	10	0	0	10	41	0	151
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	650	-	550	-	-	550	-	-	0	50	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	60	1057	11	0	1816	11	0	0	11	45	0	164

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1827	0	0	-	-	0	-	-	529	2465	-	908
Stage 1	-	-	-	-	-	-	-	-	-	1816	-	-
Stage 2	-	-	-	-	-	-	-	-	-	649	-	-
Critical Hdwy	4.18	-	-	-	-	-	-	-	6.94	7.54	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.54	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.54	-	-
Follow-up Hdwy	2.24	-	-	-	-	-	-	-	3.32	3.52	-	3.32
Pot Cap-1 Maneuver	322	-	-	0	-	-	0	0	494	~ 16	0	278
Stage 1	-	-	-	0	-	-	0	0	-	81	0	-
Stage 2	-	-	-	0	-	-	0	0	-	425	0	-
Platoon blocked, %		-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	322	-	-	-	-	-	-	-	494	~ 13	-	278
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	~ 13	-	-
Stage 1	-	-	-	-	-	-	-	-	-	66	-	-
Stage 2	-	-	-	-	-	-	-	-	-	338	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1			0			12.5			\$ 386.3		
HCM LOS							B			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	494	322	-	-	-	-	13	278
HCM Lane V/C Ratio	0.022	0.186	-	-	-	-	3.428	0.59
HCM Control Delay (s)	12.5	18.7	-	-	-	-	\$ 1680.1	35
HCM Lane LOS	B	C	-	-	-	-	F	E
HCM 95th %tile Q(veh)	0.1	0.7	-	-	-	-	6.5	3.5

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

HCM 6th TWSC
 14: Rainbow Dr East & US 50

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑		↑↑	↑				↑		↑
Traffic Vol, veh/h	0	1053	10	0	1714	10	0	0	10	0	0	10
Future Vol, veh/h	0	1053	10	0	1714	10	0	0	10	0	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	500	-	-	550	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	0	1145	11	0	1863	11	0	0	11	0	0	11





























Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	573	-	-	932
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.94	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.32	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	463	0	0	268
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	463	-	-	268
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			13			19		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	463	-	-	-	-	268
HCM Lane V/C Ratio	0.023	-	-	-	-	0.041
HCM Control Delay (s)	13	-	-	-	-	19
HCM Lane LOS	B	-	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0.1

HCM 6th Signalized Intersection Summary

15: Chaves Rd/Bryce St & US 50

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 						 	
Traffic Volume (veh/h)	207	836	62	76	1227	113	134	34	14	153	26	404
Future Volume (veh/h)	207	836	62	76	1227	113	134	34	14	153	26	404
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	225	909	0	83	1334	0	146	37	11	166	28	329
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	4	4	4	4	4	2	2	2	2	2	2
Cap, veh/h	439	1647		226	1647		343	538	456	431	538	456
Arrive On Green	0.13	0.47	0.00	0.13	0.47	0.00	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	3401	3497	1560	1753	3497	1560	1024	1870	1585	1357	1870	1585
Grp Volume(v), veh/h	225	909	0	83	1334	0	146	37	11	166	28	329
Grp Sat Flow(s),veh/h/ln	1700	1749	1560	1753	1749	1560	1024	1870	1585	1357	1870	1585
Q Serve(g_s), s	7.4	22.3	0.0	5.2	39.2	0.0	14.4	1.7	0.6	12.2	1.3	22.4
Cycle Q Clear(g_c), s	7.4	22.3	0.0	5.2	39.2	0.0	15.7	1.7	0.6	13.9	1.3	22.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	439	1647		226	1647		343	538	456	431	538	456
V/C Ratio(X)	0.51	0.55		0.37	0.81		0.43	0.07	0.02	0.39	0.05	0.72
Avail Cap(c_a), veh/h	439	1647		226	1647		343	538	456	431	538	456
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.7	22.7	0.0	47.8	27.2	0.0	36.6	31.1	30.7	36.1	30.9	38.4
Incr Delay (d2), s/veh	1.0	1.3	0.0	4.5	4.4	0.0	3.8	0.2	0.1	2.6	0.2	9.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.5	13.5	0.0	4.4	22.2	0.0	7.2	1.5	0.4	7.8	1.1	14.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.7	24.0	0.0	52.3	31.6	0.0	40.4	31.3	30.8	38.7	31.1	48.0
LnGrp LOS	D	C		D	C		D	C	C	D	C	D
Approach Vol, veh/h		1134	A		1417	A		194			523	
Approach Delay, s/veh		29.1			32.8			38.1			44.1	
Approach LOS		C			C			D			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		39.0	20.0	61.0		39.0	20.0	61.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		34.5	15.5	56.5		34.5	15.5	56.5				
Max Q Clear Time (g_c+I1), s		17.7	7.2	24.3		24.4	9.4	41.2				
Green Ext Time (p_c), s		0.7	0.1	6.2		1.4	0.3	7.6				
Intersection Summary												
HCM 6th Ctrl Delay			33.7									
HCM 6th LOS			C									
Notes												
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th TWSC
 1: US 50 & Pine Cone Rd

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↑↑↑	↗		↗
Traffic Vol, veh/h	135	2927	1524	33	0	105
Future Vol, veh/h	135	2927	1524	33	0	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	650	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	147	3182	1657	36	0	114



























Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1657	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	5.34	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	3.12	-	-
Pot Cap-1 Maneuver	186	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	186	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	3.2	0	27.9
HCM LOS			D

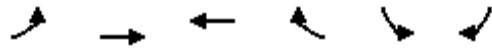
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	186	-	-	-	269
HCM Lane V/C Ratio	0.789	-	-	-	0.424
HCM Control Delay (s)	72.4	-	-	-	27.9
HCM Lane LOS	F	-	-	-	D
HCM 95th %tile Q(veh)	5.4	-	-	-	2

HCM 6th Signalized Intersection Summary

2: River Rd/Retail Rd & US 50

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (veh/h)	179	2550	17	15	1571	85	42	5	10	366	5	143
Future Volume (veh/h)	179	2550	17	15	1571	85	42	5	10	366	5	143
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	195	2772	0	16	1708	82	46	5	10	398	5	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	331	2845		93	2116	101	435	146	292	425	490	
Arrive On Green	0.19	0.56	0.00	0.05	0.42	0.42	0.26	0.26	0.26	0.26	0.26	0.00
Sat Flow, veh/h	1781	5106	1585	1781	4992	239	1411	557	1113	1398	1870	0
Grp Volume(v), veh/h	195	2772	0	16	1164	626	46	0	15	398	5	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1827	1411	0	1670	1398	1870	0
Q Serve(g_s), s	10.5	55.2	0.0	0.9	31.4	31.5	2.6	0.0	0.7	26.8	0.2	0.0
Cycle Q Clear(g_c), s	10.5	55.2	0.0	0.9	31.4	31.5	2.8	0.0	0.7	27.5	0.2	0.0
Prop In Lane	1.00		1.00	1.00		0.13	1.00		0.67	1.00		0.00
Lane Grp Cap(c), veh/h	331	2845		93	1443	774	435	0	437	425	490	
V/C Ratio(X)	0.59	0.97		0.17	0.81	0.81	0.11	0.00	0.03	0.94	0.01	
Avail Cap(c_a), veh/h	331	2845		93	1443	774	435	0	437	425	490	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	39.1	22.5	0.0	47.6	26.5	26.5	29.7	0.0	28.9	40.5	28.7	0.0
Incr Delay (d2), s/veh	2.7	11.9	0.0	4.0	4.9	8.9	0.1	0.0	0.0	30.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.2	29.7	0.0	0.9	18.5	20.8	1.6	0.0	0.5	20.1	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.8	34.4	0.0	51.5	31.4	35.4	29.8	0.0	28.9	70.6	28.7	0.0
LnGrp LOS	D	C		D	C	D	C	A	C	E	C	
Approach Vol, veh/h		2967	A		1806			61			403	A
Approach Delay, s/veh		34.9			33.0			29.6			70.1	
Approach LOS		C			C			C			E	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		32.0	10.0	63.0		32.0	24.0	49.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		27.5	5.5	58.5		27.5	19.5	44.5				
Max Q Clear Time (g_c+I1), s		4.8	2.9	57.2		29.5	12.5	33.5				
Green Ext Time (p_c), s		0.1	0.0	1.2		0.0	0.3	7.7				
Intersection Summary												
HCM 6th Ctrl Delay			36.9									
HCM 6th LOS			D									
Notes												
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

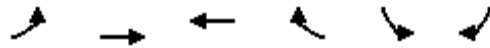
HCM 6th Signalized Intersection Summary 3: US 50 & Fortune Dr



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔↔		↑↑↑		↔	↔
Traffic Volume (veh/h)	532	0	1436	106	200	267
Future Volume (veh/h)	532	0	1436	106	200	267
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	578	0	1561	103	217	217
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	656	0	2550	168	260	533
Arrive On Green	0.19	0.00	0.52	0.52	0.15	0.15
Sat Flow, veh/h	3456	578	5062	323	1781	1585
Grp Volume(v), veh/h	578	52.0	1086	578	217	217
Grp Sat Flow(s),veh/h/ln	1728	D	1702	1812	1781	1585
Q Serve(g_s), s	17.1		23.5	23.6	12.4	11.1
Cycle Q Clear(g_c), s	17.1		23.5	23.6	12.4	11.1
Prop In Lane	1.00			0.18	1.00	1.00
Lane Grp Cap(c), veh/h	656		1774	944	260	533
V/C Ratio(X)	0.88		0.61	0.61	0.83	0.41
Avail Cap(c_a), veh/h	757		1774	944	373	633
HCM Platoon Ratio	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.4		17.7	17.7	43.6	26.8
Incr Delay (d2), s/veh	10.6		1.6	3.0	10.5	0.5
Initial Q Delay(d3),s/veh	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.5		13.5	14.7	10.3	7.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	52.0		19.3	20.6	54.1	27.3
LnGrp LOS	D		B	C	D	C
Approach Vol, veh/h			1664		434	
Approach Delay, s/veh			19.7		40.7	
Approach LOS			B		D	
Timer - Assigned Phs			3	4		6
Phs Duration (G+Y+Rc), s			24.9	59.7		20.3
Change Period (Y+Rc), s			5.0	5.0		5.0
Max Green Setting (Gmax), s			23.0	45.0		22.0
Max Q Clear Time (g_c+I1), s			19.1	25.6		14.4
Green Ext Time (p_c), s			0.9	10.7		0.9
Intersection Summary						
HCM 6th Ctrl Delay			30.1			
HCM 6th LOS			C			

HCM 6th Signalized Intersection Summary

4: US 50 & Traditions Pkwy



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↖		↑↑↑		↖	↖	
Traffic Volume (veh/h)	166	0	1541	135	94	84	
Future Volume (veh/h)	166	0	1541	135	94	84	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1870	0	1870	1870	1870	1870	
Adj Flow Rate, veh/h	180	0	1675	132	102	0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	0	2	2	2	2	
Cap, veh/h	214	0	2551	201	246		
Arrive On Green	0.12	0.00	0.53	0.53	0.14	0.00	
Sat Flow, veh/h	1781	180	4995	380	1781	1585	
Grp Volume(v), veh/h	180	53.8	1181	626	102	0	
Grp Sat Flow(s),veh/h/ln	1781	D	1702	1802	1781	1585	
Q Serve(g_s), s	10.4		26.3	26.4	5.5	0.0	
Cycle Q Clear(g_c), s	10.4		26.3	26.4	5.5	0.0	
Prop In Lane	1.00			0.21	1.00	1.00	
Lane Grp Cap(c), veh/h	214		1799	952	246		
V/C Ratio(X)	0.84		0.66	0.66	0.41		
Avail Cap(c_a), veh/h	365		1799	952	246		
HCM Platoon Ratio	1.00		1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00		1.00	1.00	1.00	0.00	
Uniform Delay (d), s/veh	45.2		17.9	17.9	41.4	0.0	
Incr Delay (d2), s/veh	8.6		1.9	3.5	5.1	0.0	
Initial Q Delay(d3),s/veh	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(95%),veh/ln	8.6		14.8	16.1	5.0	0.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	53.8		19.8	21.4	46.5	0.0	
LnGrp LOS	D		B	C	D		
Approach Vol, veh/h			1807		102	A	
Approach Delay, s/veh			20.3		46.5		
Approach LOS			C		D		
Timer - Assigned Phs					6	7	8
Phs Duration (G+Y+Rc), s					19.0	17.1	60.0
Change Period (Y+Rc), s					4.5	4.5	4.5
Max Green Setting (Gmax), s					14.5	21.5	55.5
Max Q Clear Time (g_c+I1), s					7.5	12.4	28.4
Green Ext Time (p_c), s					0.1	0.3	14.3
Intersection Summary							
HCM 6th Ctrl Delay			24.5				
HCM 6th LOS			C				
Notes							
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.							

HCM 6th TWSC
5: US 50 & Enterprise Way West

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑	↑		↑
Traffic Vol, veh/h	0	2536	1589	10	0	32
Future Vol, veh/h	0	2536	1589	10	0	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	500	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	2757	1727	11	0	35

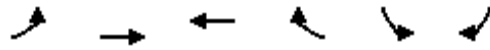
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	864
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	-	0 255
Stage 1	0	-	-	-	0 -
Stage 2	0	-	-	-	0 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	255
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	21.3
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	255
HCM Lane V/C Ratio	-	-	-	0.136
HCM Control Delay (s)	-	-	-	21.3
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0.5

































HCM Unsignalized Intersection Capacity Analysis

6: US 50 & Occidental Dr West



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations		↑↑↑	↑↑↑			↗		
Traffic Volume (veh/h)	0	2763	1568	10	0	52		
Future Volume (Veh/h)	0	2763	1568	10	0	52		
Sign Control		Free	Free		Stop			
Grade		0%	0%		0%			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly flow rate (vph)	0	3003	1704	11	0	57		
Pedestrians								
Lane Width (ft)								
Walking Speed (ft/s)								
Percent Blockage								
Right turn flare (veh)								
Median type		None	None					
Median storage (veh)								
Upstream signal (ft)			839					
pX, platoon unblocked	0.82				0.82	0.82		
vC, conflicting volume	1704				2710	432		
vC1, stage 1 conf vol								
vC2, stage 2 conf vol								
vCu, unblocked vol	749				1979	0		
tC, single (s)	4.1				6.8	6.9		
tC, 2 stage (s)								
tF (s)	2.2				3.5	3.3		
p0 queue free %	100				100	94		
cM capacity (veh/h)	700				44	887		
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4	SB 1
Volume Total	1001	1001	1001	487	487	487	254	57
Volume Left	0	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	11	57
cSH	1700	1700	1700	1700	1700	1700	1700	887
Volume to Capacity	0.59	0.59	0.59	0.29	0.29	0.29	0.15	0.06
Queue Length 95th (ft)	0	0	0	0	0	0	0	5
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.3
Lane LOS								A
Approach Delay (s)	0.0			0.0				9.3
Approach LOS								A
Intersection Summary								
Average Delay			0.1					
Intersection Capacity Utilization			56.7%		ICU Level of Service			B
Analysis Period (min)			15					

HCM 6th Signalized Intersection Summary
 7: Cardelli Rd/Riverboat Rd & US 50

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  					 	 	
Traffic Volume (veh/h)	546	2267	215	40	1388	60	140	12	45	107	19	208
Future Volume (veh/h)	546	2267	215	40	1388	60	140	12	45	107	19	208
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	593	2464	0	43	1509	0	152	13	44	116	21	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	905	3282		181	2213		301	66	223	266	330	
Arrive On Green	0.26	0.64	0.00	0.05	0.43	0.00	0.18	0.18	0.18	0.18	0.18	0.00
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	1391	375	1268	1346	1870	1585
Grp Volume(v), veh/h	593	2464	0	43	1509	0	152	0	57	116	21	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1391	0	1642	1346	1870	1585
Q Serve(g_s), s	16.1	35.0	0.0	1.3	25.0	0.0	10.7	0.0	3.1	8.4	1.0	0.0
Cycle Q Clear(g_c), s	16.1	35.0	0.0	1.3	25.0	0.0	11.7	0.0	3.1	11.6	1.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.77	1.00		1.00
Lane Grp Cap(c), veh/h	905	3282		181	2213		301	0	289	266	330	
V/C Ratio(X)	0.66	0.75		0.24	0.68		0.51	0.00	0.20	0.44	0.06	
Avail Cap(c_a), veh/h	905	3282		181	2213		301	0	289	266	330	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	34.5	12.9	0.0	47.7	23.9	0.0	40.9	0.0	36.9	41.8	36.0	0.0
Incr Delay (d2), s/veh	1.7	1.6	0.0	0.7	1.7	0.0	6.0	0.0	1.5	5.1	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.9	16.9	0.0	1.0	14.7	0.0	7.5	0.0	2.5	5.7	0.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.2	14.6	0.0	48.4	25.7	0.0	46.9	0.0	38.4	47.0	36.4	0.0
LnGrp LOS	D	B		D	C		D	A	D	D	D	
Approach Vol, veh/h		3057	A		1552	A		209			137	A
Approach Delay, s/veh		18.8			26.3			44.6			45.4	
Approach LOS		B			C			D			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		23.0	10.0	72.0		23.0	32.0	50.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.5	5.5	67.5		18.5	27.5	45.5				
Max Q Clear Time (g_c+I1), s		13.7	3.3	37.0		13.6	18.1	27.0				
Green Ext Time (p_c), s		0.3	0.0	23.3		0.2	1.6	9.8				
Intersection Summary												
HCM 6th Ctrl Delay			22.9									
HCM 6th LOS			C									
Notes												
Unsignalized Delay for [EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th TWSC
 8: Occidental Dr East & US 50






























Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑				↗			↗
Traffic Vol, veh/h	73	2213	249	27	1488	22	0	0	13	0	0	38
Future Vol, veh/h	73	2213	249	27	1488	22	0	0	13	0	0	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	None
Storage Length	500	-	500	500	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	79	2405	271	29	1617	24	0	0	14	0	0	41

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1641	0	0	2405	0	0	-	-	1203	-	-	821
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.34	-	-	5.34	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	190	-	-	78	-	-	0	0	152	0	0	273
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	190	-	-	78	-	-	-	-	152	-	-	273
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.1			1.3			31.1			20.5		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	152	190	-	-	78	-	-	273
HCM Lane V/C Ratio	0.093	0.418	-	-	0.376	-	-	0.151
HCM Control Delay (s)	31.1	36.9	-	-	76.7	-	-	20.5
HCM Lane LOS	D	E	-	-	F	-	-	C
HCM 95th %tile Q(veh)	0.3	1.9	-	-	1.5	-	-	0.5

HCM 6th Signalized Intersection Summary
 9: Fort Churchill Rd/Six Mile Canyon Rd & US 50

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (veh/h)	207	1895	195	38	1214	93	299	37	36	88	40	129
Future Volume (veh/h)	207	1895	195	38	1214	93	299	37	36	88	40	129
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	225	2060	0	41	1320	0	325	40	0	96	43	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	4	4	4	2	2	2	2	2	2
Cap, veh/h	348	2310		175	1795		482	597		484	597	
Arrive On Green	0.20	0.45	0.00	0.10	0.36	0.00	0.32	0.32	0.00	0.32	0.32	0.00
Sat Flow, veh/h	1781	5106	1585	1753	5025	1560	1364	1870	1585	1367	1870	1585
Grp Volume(v), veh/h	225	2060	0	41	1320	0	325	40	0	96	43	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1753	1675	1560	1364	1870	1585	1367	1870	1585
Q Serve(g_s), s	12.2	38.9	0.0	2.3	24.0	0.0	22.9	1.6	0.0	5.5	1.7	0.0
Cycle Q Clear(g_c), s	12.2	38.9	0.0	2.3	24.0	0.0	24.6	1.6	0.0	7.1	1.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	348	2310		175	1795		482	597		484	597	
V/C Ratio(X)	0.65	0.89		0.23	0.74		0.67	0.07		0.20	0.07	
Avail Cap(c_a), veh/h	348	2310		175	1795		482	597		484	597	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	38.9	26.4	0.0	43.5	29.4	0.0	33.5	24.9	0.0	27.3	24.9	0.0
Incr Delay (d2), s/veh	9.0	5.7	0.0	3.1	2.7	0.0	3.7	0.0	0.0	0.9	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.0	22.0	0.0	2.0	14.6	0.0	12.6	1.3	0.0	3.5	1.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.9	32.1	0.0	46.6	32.2	0.0	37.2	24.9	0.0	28.3	25.2	0.0
LnGrp LOS	D	C		D	C		D	C		C	C	
Approach Vol, veh/h		2285	A		1361	A		365	A		139	A
Approach Delay, s/veh		33.7			32.6			35.8			27.3	
Approach LOS		C			C			D			C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		38.0	15.0	52.0		38.0	25.0	42.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		33.5	10.5	47.5		33.5	20.5	37.5				
Max Q Clear Time (g_c+I1), s		26.6	4.3	40.9		9.1	14.2	26.0				
Green Ext Time (p_c), s		0.7	0.0	5.6		0.5	0.3	6.3				
Intersection Summary												
HCM 6th Ctrl Delay			33.3									
HCM 6th LOS			C									
Notes												
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th TWSC
10: US 50 & Lafond Ave

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑	↗		↗
Traffic Vol, veh/h	133	1991	1289	70	0	65
Future Vol, veh/h	133	1991	1289	70	0	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	Free	-	None
Storage Length	650	-	-	500	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	145	2164	1401	76	0	71

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1401	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.18	-	6.94
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.24	-	3.32
Pot Cap-1 Maneuver	473	-	0
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	473	-	381
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0	16.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	473	-	-	381
HCM Lane V/C Ratio	0.306	-	-	0.185
HCM Control Delay (s)	15.9	-	-	16.6
HCM Lane LOS	C	-	-	C
HCM 95th %tile Q(veh)	1.3	-	-	0.7

HCM 6th TWSC
 11: US 50 & Mark Twain Rd

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↑		↑
Traffic Vol, veh/h	0	2075	1399	10	0	14
Future Vol, veh/h	0	2075	1399	10	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Stop
Storage Length	-	-	-	500	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	0	2255	1521	11	0	15

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

Approach	EB	WB	SB
HCM Control Delay, s	0	0	15.8
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	348
HCM Lane V/C Ratio	-	-	0.044
HCM Control Delay (s)	-	-	15.8
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.1

HCM 6th TWSC
 12: Rainbow Dr West & US 50

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗		↑↑	↗			↗			↗
Traffic Vol, veh/h	43	1870	216	0	1403	14	0	0	35	0	0	21
Future Vol, veh/h	43	1870	216	0	1403	14	0	0	35	0	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	600	-	600	-	-	500	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	47	2033	235	0	1525	15	0	0	38	0	0	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1540	0	0	-	-	0	-	-	1017	-	-	763
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.18	-	-	-	-	-	-	-	6.94	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.24	-	-	-	-	-	-	-	3.32	-	-	3.32
Pot Cap-1 Maneuver	418	-	-	0	-	-	0	0	235	0	0	347
Stage 1	-	-	-	0	-	-	0	0	-	0	0	-
Stage 2	-	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	418	-	-	-	-	-	-	-	235	-	-	347
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0			23.3			16.1		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	235	418	-	-	-	-	347
HCM Lane V/C Ratio	0.162	0.112	-	-	-	-	0.066
HCM Control Delay (s)	23.3	14.7	-	-	-	-	16.1
HCM Lane LOS	C	B	-	-	-	-	C
HCM 95th %tile Q(veh)	0.6	0.4	-	-	-	-	0.2

HCM 6th TWSC
13: Pinenut Dr & US 50

Intersection												
Int Delay, s/veh	70.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗	↘		↗	↘				↘	↘	↘
Traffic Vol, veh/h	157	1771	13	0	1495	10	0	0	10	40	0	87
Future Vol, veh/h	157	1771	13	0	1495	10	0	0	10	40	0	87
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	650	-	550	-	-	550	-	-	0	50	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	171	1925	14	0	1625	11	0	0	11	43	0	95

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1636	0	0	-	-	0	-	-	963	2930	-	813
Stage 1	-	-	-	-	-	-	-	-	-	1625	-	-
Stage 2	-	-	-	-	-	-	-	-	-	1305	-	-
Critical Hdwy	4.18	-	-	-	-	-	-	-	6.94	7.54	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.54	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.54	-	-
Follow-up Hdwy	2.24	-	-	-	-	-	-	-	3.32	3.52	-	3.32
Pot Cap-1 Maneuver	383	-	-	0	-	-	0	0	256	~ 7	0	322
Stage 1	-	-	-	0	-	-	0	0	-	107	0	-
Stage 2	-	-	-	0	-	-	0	0	-	169	0	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	383	-	-	-	-	-	-	-	256	~ 4	-	322
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	~ 4	-	-
Stage 1	-	-	-	-	-	-	-	-	-	59	-	-
Stage 2	-	-	-	-	-	-	-	-	-	90	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.8			0			19.7			\$ 1960.9		
HCM LOS							C			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	256	383	-	-	-	-	4	322
HCM Lane V/C Ratio	0.042	0.446	-	-	-	-	10.87	0.294
HCM Control Delay (s)	19.7	21.7	-	-	-	-	\$ 6180.7	20.8
HCM Lane LOS		C	C	-	-	-	F	C
HCM 95th %tile Q(veh)	0.1	2.2	-	-	-	-	7.2	1.2

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

HCM 6th TWSC
 14: Rainbow Dr East & US 50

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑		↑↑	↑				↑		↑
Traffic Vol, veh/h	0	1871	10	0	1481	10	0	0	10	0	0	10
Future Vol, veh/h	0	1871	10	0	1481	10	0	0	10	0	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	500	-	-	550	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	0	2034	11	0	1610	11	0	0	11	0	0	11





























Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	-	0	0	-	-	0	-	-	1017	-	-	805
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.94	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.32	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	235	0	0	325
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	235	-	-	325
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		0		21.1		16.5	
HCM LOS					C		C	

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	235	-	-	-	-	325
HCM Lane V/C Ratio	0.046	-	-	-	-	0.033
HCM Control Delay (s)	21.1	-	-	-	-	16.5
HCM Lane LOS	C	-	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0.1

HCM 6th Signalized Intersection Summary

15: Chaves Rd/Bryce St & US 50

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 						 	
Traffic Volume (veh/h)	430	1442	59	73	1154	133	152	36	47	138	41	252
Future Volume (veh/h)	430	1442	59	73	1154	133	152	36	47	138	41	252
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	467	1567	0	79	1254	0	165	39	38	150	45	206
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	4	4	4	4	4	2	2	2	2	2	2
Cap, veh/h	696	2015		175	1649		267	365	309	304	365	309
Arrive On Green	0.20	0.58	0.00	0.10	0.47	0.00	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	3401	3497	1560	1753	3497	1560	1129	1870	1585	1322	1870	1585
Grp Volume(v), veh/h	467	1567	0	79	1254	0	165	39	38	150	45	206
Grp Sat Flow(s),veh/h/ln	1700	1749	1560	1753	1749	1560	1129	1870	1585	1322	1870	1585
Q Serve(g_s), s	13.3	36.1	0.0	4.5	31.0	0.0	14.8	1.8	2.1	11.0	2.1	12.6
Cycle Q Clear(g_c), s	13.3	36.1	0.0	4.5	31.0	0.0	16.9	1.8	2.1	12.8	2.1	12.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	696	2015		175	1649		267	365	309	304	365	309
V/C Ratio(X)	0.67	0.78		0.45	0.76		0.62	0.11	0.12	0.49	0.12	0.67
Avail Cap(c_a), veh/h	696	2015		175	1649		267	365	309	304	365	309
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.5	17.1	0.0	44.5	22.9	0.0	41.8	34.7	34.8	40.0	34.8	39.1
Incr Delay (d2), s/veh	2.5	3.0	0.0	8.2	3.4	0.0	10.3	0.6	0.8	5.6	0.7	10.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.2	18.6	0.0	4.0	17.6	0.0	8.5	1.6	1.5	7.3	1.8	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.0	20.1	0.0	52.7	26.2	0.0	52.2	35.3	35.6	45.6	35.5	49.9
LnGrp LOS	D	C		D	C		D	D	D	D	D	D
Approach Vol, veh/h		2034	A		1333	A		242			401	
Approach Delay, s/veh		24.9			27.8			46.9			46.7	
Approach LOS		C			C			D			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		25.0	15.0	65.0		25.0	26.0	54.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		20.5	10.5	60.5		20.5	21.5	49.5				
Max Q Clear Time (g_c+I1), s		18.9	6.5	38.1		14.8	15.3	33.0				
Green Ext Time (p_c), s		0.2	0.0	11.3		0.7	0.9	7.3				
Intersection Summary												
HCM 6th Ctrl Delay			29.4									
HCM 6th LOS			C									
Notes												
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.												