Appendix C

Transportation Data for Alternative Considered but Not Carried Forward (Chapter 2.4.2)

Snoqualmie Mill
Trip Generation Estimate (Redevelopment Alternative 2) - Planning Area 1 Only

					Directional Split[2]		Trips Generated				Directional Distribution		Truck Trip Generation			Non-Truck Trip Generation		
Land Use	Area	Units[1]	ITE LUC[2]	Trip Rate[2]	In	Out	In	Out	Total	Truck Trip Rate [3]	In	Out	Enter	Exit	Total	Enter	Exit	Total
WEEKDAY DAILY																		
Proposed Use:																		
Industrial Park	410,000	GFA	130	Ln(T) = 0.52 Ln(X) + 4.45	50%	50%	978	978	1,956	0.57	50%	50%	117	117	234	861	861	1,722
Light Industrial	133,000	GFA	110	T = 3.79(X) + 57.96	50%	50%	281	281	562	T = 0.18(X) + 1.94	50%	50%	13	13	26	268	268	536
Office	30,000	GFA	710	Ln(T) = 0.97 Ln(X) + 2.50	50%	50%	165	165	330	-	-	-	-	-	-	165	165	330
				NET NEW WEEKDAY DAILY TRIP GENERATION =			**1,424**	**1,424**	**2,848**				**130**	**130**	**260**	**1,294**	**1,294**	**2,588**

Notes:

1. GFA = Gross Floor Area.
2. Land Use Code, trip rates, and entering/exiting splits based on ITE *Trip Generation* Manual, 10th Edition, 2017.
3. Truck Trip Rate based on ITE Trip Generation Manual, 10th Edition, Supplement, 2020.

Snoqualmie Mill
Trip Generation Estimate (Redevelopment Alternative 2) - Planning Area 1 Only

					Directional Split[2]		Trips Generated			Directional Distribution						Non-Truck Trip Generation		
Land Use	Area	Units[1]	ITE LUC[2]	Trip Rate[2]	In	Out	In	Out	Total	Truck Trip Rate [3]	In	Out	Enter	Exit	Total	Enter	Exit	Total
WEEKDAY AM PEAK HOUR																		
Proposed Use:																		
Industrial Park	410,000	GFA	130	0.40	81%	19%	133	31	164	0.04	45%	55%	9	7	16	124	24	148
Light Industrial	133,000	GFA	110	Ln(T) = 0.74 Ln(X) + 0.39	88%	12%	48	7	55	0.01	63%	37%	0	1	1	48	6	54
Office	30,000	GFA	710	T = 0.94(X) + 26.49	86%	14%	47	8	55	-	-	-	-	-	-	47	8	55
				NET NEW WEEKDAY AM PEAK HOUR TRIP GENERATION =			**228**	**46**	**274**				**9**	**8**	**17**	**219**	**38**	**257**

Notes:

1. GFA = Gross Floor Area.
2. Land Use Code, trip rates, and entering/exiting splits based on ITE *Trip Generation* Manual, 10th Edition, 2017.
3. Truck Trip Rate based on ITE Trip Generation Manual, 10th Edition, Supplement, 2020.

Snoqualmie Mill
Trip Generation Estimate (Redevelopment Alternative 2) - Planning Area 1 Only

					Directional Split[2]		Trips Generated			Directional Distribution						Non-Truck Trip Generation		
Land Use	Area	Units[1]	ITE LUC[2]	Trip Rate[2]	In	Out	In	Out	Total	Truck Trip Rate [3]	In	Out	Enter	Exit	Total	Enter	Exit	Total
WEEKDAY PM PEAK HOUR																		
Proposed Use:																		
Industrial Park	410,000	GFA	130	0.40	21%	79%	34	130	164	0.04	38%	62%	10	6	16	24	124	148
Light Industrial	133,000	GFA	110	Ln(T) = 0.69 Ln(X) + 0.43	13%	87%	6	39	45	0.01	50%	50%	0	1	1	6	38	44
Office	30,000	GFA	710	Ln(T) = 0.95 Ln(X) + 0.36	16%	84%	6	30	36	-	-	-	-	-	-	6	30	36
				NET NEW WEEKDAY PM PEAK HOUR TRIP GENERATION =			**46**	**199**	**245**				**10**	**7**	**17**	**36**	**192**	**228**

Notes:

1. GFA = Gross Floor Area.
2. Land Use Code, trip rates, and entering/exiting splits based on ITE *Trip Generation* Manual, 10th Edition, 2017.
3. Truck Trip Rate based on ITE Trip Generation Manual, 10th Edition, Supplement, 2020.

Snoqualmie Mill
Trip Generation Estimate (Redevelopment Alternative 2) - Planning Area 1 Only

					Directional Split[2]		Trips Generated			Truck Trip Generation				Non-Truck Trip Generation		
Land Use	Area	Units[1]	ITE LUC[2]	Trip Rate[2]	In	Out	In	Out	Total	Truck % or Trip Rate[3]	Enter	Exit	Total	Enter	Exit	Total
SATURDAY DAILY																
Proposed Use:																
Industrial Park	410,000	GFA	130	2.54	50%	50%	521	520	1,041	13%	67	68	135	454	452	906
Light Industrial	133,000	GLA	110	1.99	50%	50%	133	132	265	0.25	33	33	66	100	99	199
Office	30,000	GFA	710	2.21	50%	50%	33	33	66	-	-	-	-	33	33	66
				NET NEW SATURDAY DAILY TRIP GENERATION =			**687**	**685**	**1,372**		**100**	**101**	**201**	**587**	**584**	**1,171**

Notes:

1. GFA = Gross Floor Area. GLA = Gross Leasable Area, DU = Dwelling Units.
2. Land Use Code, trip rates, and entering/exiting splits based on ITE *Trip Generation* Manual, 10th Edition, 2017.
3. Truck % for LUC 130 based on Trip Generation Handbook, 3rd Edition, 2017. Truck Trip Rate for LUC 110 based on Weekday daily data documented in ITE Trip Generation Manual, 10th Edition, Supplement, 2020.

Snoqualmie Mill
Trip Generation Estimate (Redevelopment Alternative 2) - Full Buildout

					Directional Split[2]		Trips Generated				Directional Distribution		Truck Trip Generation			Non-Truck Trip Generation		
Land Use	Area	Units[1]	ITE LUC[2]	Trip Rate[2]	In	Out	In	Out	Total	Truck Trip Rate [3]	In	Out	Enter	Exit	Total	Enter	Exit	Total
WEEKDAY DAILY																		
Proposed Use:																		
Industrial Park	1,488,000	GFA	130	Ln(T) = 0.52 Ln(X) + 4.45	50%	50%	1,911	1,912	3,823	0.57	50%	50%	424	424	848	1,487	1,488	2,975
Light Industrial	133,000	GFA	110	T = 3.79(X) + 57.96	50%	50%	281	281	562	T = 0.18(X) + 1.94	50%	50%	13	13	26	268	268	536
Office	186,000	GFA	710	Ln(T) = 0.97 Ln(X) + 2.50	50%	50%	969	968	1,937	-	-	-	-	-	-	969	968	1,937
				NET NEW WEEKDAY DAILY TRIP GENERATION =			**3,161**	**3,161**	**6,322**				**437**	**437**	**874**	**2,724**	**2,724**	**5,448**

Notes:

1. GFA = Gross Floor Area.
2. Land Use Code, trip rates, and entering/exiting splits based on ITE *Trip Generation* Manual, 10th Edition, 2017.
3. Truck Trip Rate based on ITE Trip Generation Manual, 10th Edition, Supplement, 2020.

Snoqualmie Mill
Trip Generation Estimate (Redevelopment Alternative 2) - Full Buildout

					Directional Split[2]		Trips Generated			Directional Distribution						Non-Truck Trip Generation		
Land Use	Area	Units[1]	ITE LUC[2]	Trip Rate[2]	In	Out	In	Out	Total	Truck Trip Rate [3]	In	Out	Enter	Exit	Total	Enter	Exit	Total
WEEKDAY AM PEAK HOUR																		
Proposed Use:																		
Industrial Park	1,488,000	GFA	130	0.40	81%	19%	482	113	595	0.04	45%	55%	33	27	60	449	86	535
Light Industrial	133,000	GFA	110	Ln(T) = 0.74 Ln(X) + 0.39	88%	12%	48	7	55	0.01	63%	37%	0	1	1	48	6	54
Office	186,000	GFA	710	T = 0.94(X) + 26.49	86%	14%	173	28	201	-	-	-	-	-	-	173	28	201
				NET NEW WEEKDAY AM PEAK HOUR TRIP GENERATION =			**703**	**148**	**851**				**33**	**28**	**61**	**670**	**120**	**790**

Notes:

1. GFA = Gross Floor Area.
2. Land Use Code, trip rates, and entering/exiting splits based on ITE *Trip Generation* Manual, 10th Edition, 2017.
3. Truck Trip Rate based on ITE Trip Generation Manual, 10th Edition, Supplement, 2020.

Snoqualmie Mill
Trip Generation Estimate (Redevelopment Alternative 2) - Full Buildout

					Directional Split[2]		Trips Generated			Directional Distribution						Non-Truck Trip Generation		
Land Use	Area	Units[1]	ITE LUC[2]	Trip Rate[2]	In	Out	In	Out	Total	Truck Trip Rate [3]	In	Out	Enter	Exit	Total	Enter	Exit	Total
WEEKDAY PM PEAK HOUR																		
Proposed Use:																		
Industrial Park	1,488,000	GFA	130	0.40	21%	79%	125	470	595	0.04	38%	62%	37	23	60	88	447	535
Light Industrial	133,000	GFA	110	Ln(T) = 0.69 Ln(X) + 0.43	13%	87%	6	39	45	0.01	50%	50%	0	1	1	6	38	44
Office	186,000	GFA	710	Ln(T) = 0.95 Ln(X) + 0.36	16%	84%	33	172	205	-	-	-	-	-	-	33	172	205
				NET NEW WEEKDAY PM PEAK HOUR TRIP GENERATION =			**164**	**681**	**845**				**37**	**24**	**61**	**127**	**657**	**784**

Notes:

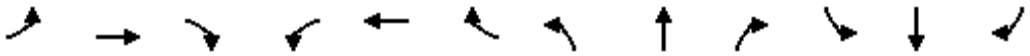
1. GFA = Gross Floor Area.
2. Land Use Code, trip rates, and entering/exiting splits based on ITE *Trip Generation* Manual, 10th Edition, 2017.
3. Truck Trip Rate based on ITE Trip Generation Manual, 10th Edition, Supplement, 2020.

Snoqualmie Mill
Trip Generation Estimate (Redevelopment Alternative 2) - Full Buildout

					Directional Split[2]		Trips Generated			Truck Trip Generation				Non-Truck Trip Generation		
Land Use	Area	Units[1]	ITE LUC[2]	Trip Rate[2]	In	Out	In	Out	Total	Truck % or Trip Rate[3]	Enter	Exit	Total	Enter	Exit	Total
SATURDAY DAILY																
Proposed Use:																
Industrial Park	1,488,000	GFA	130	2.54	50%	50%	1,890	1,890	3,780	13%	245	246	491	1,645	1,644	3,289
Light Industrial	133,000	GLA	110	1.99	50%	50%	133	132	265	0.25	33	33	66	100	99	199
Office	186,000	GFA	710	2.21	50%	50%	206	205	411	-	-	-	-	206	205	411
			NET NEW SATURDAY DAILY TRIP GENERATION =				**2,229**	**2,227**	**4,456**		**278**	**279**	**557**	**1,951**	**1,948**	**3,899**

Notes:

1. GFA = Gross Floor Area. GLA = Gross Leasable Area, DU = Dwelling Units.
2. Land Use Code, trip rates, and entering/exiting splits based on ITE *Trip Generation* Manual, 10th Edition, 2017.
3. Truck % for LUC 130 based on Trip Generation Handbook, 3rd Edition, 2017. Truck Trip Rate for LUC 110 based on Weekday daily data documented in ITE Trip Generation Manual, 10th Edition, Supplement, 2020.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	0	28	0	0	1	70	664	3	1	982	10
Future Volume (vph)	2	0	28	0	0	1	70	664	3	1	982	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			10%			10%	
Storage Length (ft)	0		0	0		0	125		0	25		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		989			884			878			457	
Travel Time (s)		27.0			24.1			20.0			10.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	50%	0%	0%	0%	0%	0%	3%	6%	0%	0%	3%	20%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	0	28	0	0	1	70	664	3	1	982	10
Future Vol, veh/h	2	0	28	0	0	1	70	664	3	1	982	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	125	-	-	25	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	10	-	-	10	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	50	0	0	0	0	0	3	6	0	0	3	20
Mvmt Flow	2	0	29	0	0	1	74	699	3	1	1034	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1540	1892	523	1368	1896	351	1045	0	0	702	0	0
Stage 1	1042	1042	-	849	849	-	-	-	-	-	-	-
Stage 2	498	850	-	519	1047	-	-	-	-	-	-	-
Critical Hdwy	8.5	6.5	6.9	7.5	6.5	6.9	4.16	-	-	4.1	-	-
Critical Hdwy Stg 1	7.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	4	4	3.3	3.5	4	3.3	2.23	-	-	2.2	-	-
Pot Cap-1 Maneuver	50	71	504	108	70	651	655	-	-	905	-	-
Stage 1	173	309	-	326	380	-	-	-	-	-	-	-
Stage 2	415	380	-	513	308	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	46	63	504	93	62	651	655	-	-	905	-	-
Mov Cap-2 Maneuver	46	63	-	93	62	-	-	-	-	-	-	-
Stage 1	153	309	-	289	337	-	-	-	-	-	-	-
Stage 2	368	337	-	482	308	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.3	10.5	1.1	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	655	-	-	303	651	905	-	-
HCM Lane V/C Ratio	0.112	-	-	0.104	0.002	0.001	-	-
HCM Control Delay (s)	11.2	-	-	18.3	10.5	9	-	-
HCM Lane LOS	B	-	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	0.3	0	0	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	32	16	612	15	31	905
Future Volume (vph)	32	16	612	15	31	905
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Link Speed (mph)	30		40			40
Link Distance (ft)	346		677			718
Travel Time (s)	7.9		11.5			12.2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	7%	0%	0%	2%
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	32	16	612	15	31	905
Future Vol, veh/h	32	16	612	15	31	905
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	200	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	7	0	0	2
Mvmt Flow	33	16	624	15	32	923

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1158	320	0	0	639	0
Stage 1	632	-	-	-	-	-
Stage 2	526	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	192	682	-	-	955	-
Stage 1	497	-	-	-	-	-
Stage 2	563	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	185	682	-	-	955	-
Mov Cap-2 Maneuver	321	-	-	-	-	-
Stage 1	497	-	-	-	-	-
Stage 2	544	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.1	0	0.3
HCM LOS	C		

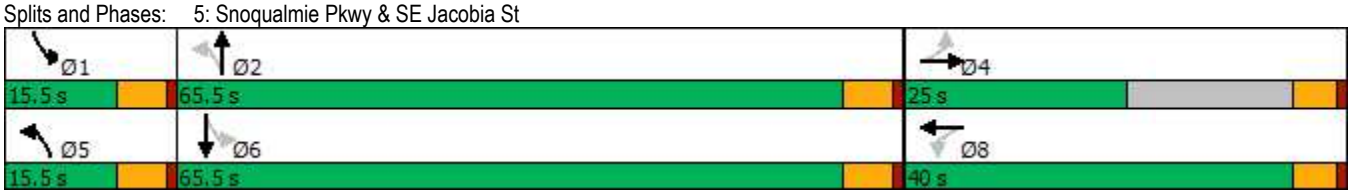
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	321	682	955	-
HCM Lane V/C Ratio	-	-	0.102	0.024	0.033	-
HCM Control Delay (s)	-	-	17.5	10.4	8.9	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.1	0.1	-

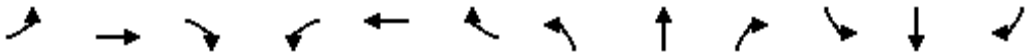
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	5	111	99	6	79	36	665	15	21	758	15
Future Volume (vph)	32	5	111	99	6	79	36	665	15	21	758	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		0	150		0	250		0	250		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		653			474			718			617	
Travel Time (s)		17.8			12.9			12.2			10.5	
Confl. Peds. (#/hr)	2		1	1		2						
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	12%	20%	0%	0%	17%	3%	8%	7%	0%	14%	4%	40%
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	15.0		5.0	16.0	
Minimum Split (s)	34.0	34.0		34.0	34.0		10.5	22.5		10.5	22.5	
Total Split (s)	25.0	25.0		40.0	40.0		15.5	65.5		15.5	65.5	
Total Split (%)	20.7%	20.7%		33.1%	33.1%		12.8%	54.1%		12.8%	54.1%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.5	5.5		5.5	5.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	

Intersection Summary

Area Type: Other
Cycle Length: 121
Actuated Cycle Length: 51.1
Natural Cycle: 70
Control Type: Actuated-Uncoordinated

Splits and Phases: 5: Snoqualmie Pkwy & SE Jacobia St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	5	111	99	6	79	36	665	15	21	758	15
Future Volume (veh/h)	32	5	111	99	6	79	36	665	15	21	758	15
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	1722	1604	1900	1900	1648	1856	1781	1796	1900	1693	1841	1307
Adj Flow Rate, veh/h	35	5	122	109	7	87	40	731	16	23	833	16
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	12	20	0	0	17	3	8	7	0	14	4	40
Cap, veh/h	350	12	297	334	24	296	356	1444	32	361	1430	27
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.04	0.42	0.42	0.03	0.41	0.41
Sat Flow, veh/h	1196	54	1310	1281	105	1304	1697	3415	75	1612	3510	67
Grp Volume(v), veh/h	35	0	127	109	0	94	40	365	382	23	415	434
Grp Sat Flow(s),veh/h/ln	1196	0	1364	1281	0	1409	1697	1706	1783	1612	1749	1829
Q Serve(g_s), s	1.2	0.0	3.9	3.9	0.0	2.7	0.7	7.8	7.8	0.4	9.1	9.1
Cycle Q Clear(g_c), s	4.0	0.0	3.9	7.9	0.0	2.7	0.7	7.8	7.8	0.4	9.1	9.1
Prop In Lane	1.00		0.96	1.00		0.93	1.00		0.04	1.00		0.04
Lane Grp Cap(c), veh/h	350	0	309	334	0	319	356	722	754	361	713	745
V/C Ratio(X)	0.10	0.00	0.41	0.33	0.00	0.29	0.11	0.51	0.51	0.06	0.58	0.58
Avail Cap(c_a), veh/h	562	0	551	949	0	996	626	2067	2160	643	2119	2215
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.5	0.0	16.3	19.7	0.0	15.9	8.6	10.5	10.5	8.5	11.4	11.4
Incr Delay (d2), s/veh	0.1	0.0	0.9	0.6	0.0	0.5	0.1	0.8	0.8	0.0	1.1	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	1.2	1.1	0.0	0.8	0.2	2.3	2.4	0.1	2.8	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.6	0.0	17.2	20.2	0.0	16.4	8.6	11.3	11.2	8.6	12.5	12.4
LnGrp LOS	B	A	B	C	A	B	A	B	B	A	B	B
Approach Vol, veh/h		162			203			787			872	
Approach Delay, s/veh		17.3			18.5			11.1			12.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.9	26.4		16.2	7.6	25.7		16.2				
Change Period (Y+Rc), s	5.5	5.5		5.0	5.5	5.5		5.0				
Max Green Setting (Gmax), s	10.0	60.0		20.0	10.0	60.0		35.0				
Max Q Clear Time (g_c+I1), s	2.4	9.8		6.0	2.7	11.1		9.9				
Green Ext Time (p_c), s	0.0	7.6		0.7	0.0	9.1		0.9				

Intersection Summary			
HCM 6th Ctrl Delay		12.9	
HCM 6th LOS		B	

Notes

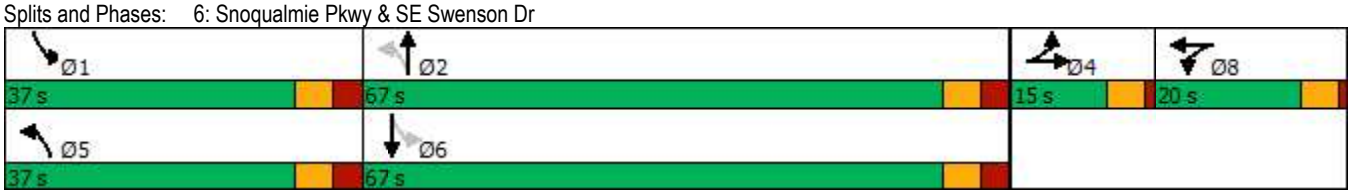
User approved pedestrian interval to be less than phase max green.

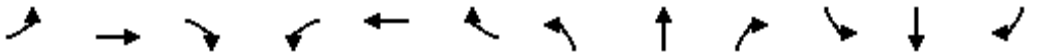
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	12	24	46	16	70	47	710	19	40	597	66
Future Volume (vph)	54	12	24	46	16	70	47	710	19	40	597	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	275		0	300		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			No
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		456			320			2254			367	
Travel Time (s)		10.4			7.3			38.4			6.3	
Confl. Peds. (#/hr)			1			45	1		8	8		1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	6%	17%	4%	0%	6%	3%	4%	8%	5%	0%	7%	5%
Shared Lane Traffic (%)												
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases							2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		10.0	10.0		5.0	12.0		5.0	12.0	
Minimum Split (s)	38.0	38.0		38.0	38.0		12.0	28.0		12.0	28.0	
Total Split (s)	15.0	15.0		20.0	20.0		37.0	67.0		37.0	67.0	
Total Split (%)	10.8%	10.8%		14.4%	14.4%		26.6%	48.2%		26.6%	48.2%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		7.0	7.0		7.0	7.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	

Intersection Summary

Area Type: Other
Cycle Length: 139
Actuated Cycle Length: 87
Natural Cycle: 120
Control Type: Actuated-Uncoordinated

Splits and Phases: 6: Snoqualmie Pkwy & SE Swenson Dr





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	12	24	46	16	70	47	710	19	40	597	66
Future Volume (veh/h)	54	12	24	46	16	70	47	710	19	40	597	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.93	1.00		0.99	1.00		0.99
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	1811	1648	1841	1900	1811	1856	1841	1781	1826	1900	1796	1826
Adj Flow Rate, veh/h	61	13	27	52	18	79	53	798	21	45	671	74
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	6	17	4	0	6	3	4	8	5	0	7	5
Cap, veh/h	143	40	82	337	51	225	260	942	25	240	850	94
Arrive On Green	0.08	0.08	0.08	0.19	0.19	0.19	0.05	0.28	0.28	0.04	0.27	0.27
Sat Flow, veh/h	1725	477	990	1810	275	1207	1753	3368	89	1810	3095	341
Grp Volume(v), veh/h	61	0	40	52	0	97	53	401	418	45	370	375
Grp Sat Flow(s),veh/h/ln	1725	0	1466	1810	0	1482	1753	1692	1764	1810	1706	1729
Q Serve(g_s), s	2.0	0.0	1.5	1.4	0.0	3.4	1.2	13.2	13.2	1.0	11.8	11.9
Cycle Q Clear(g_c), s	2.0	0.0	1.5	1.4	0.0	3.4	1.2	13.2	13.2	1.0	11.8	11.9
Prop In Lane	1.00		0.68	1.00		0.81	1.00		0.05	1.00		0.20
Lane Grp Cap(c), veh/h	143	0	122	337	0	276	260	473	494	240	469	475
V/C Ratio(X)	0.43	0.00	0.33	0.15	0.00	0.35	0.20	0.85	0.85	0.19	0.79	0.79
Avail Cap(c_a), veh/h	292	0	249	460	0	377	1066	1722	1795	1081	1736	1759
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.7	0.0	25.5	20.1	0.0	20.9	15.2	20.0	20.0	15.5	19.8	19.8
Incr Delay (d2), s/veh	0.7	0.0	0.6	0.1	0.0	0.3	0.1	1.6	1.6	0.1	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.5	0.6	0.0	1.1	0.4	4.7	4.8	0.4	4.2	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.4	0.0	26.1	20.2	0.0	21.2	15.3	21.7	21.6	15.7	20.9	20.9
LnGrp LOS	C	A	C	C	A	C	B	C	C	B	C	C
Approach Vol, veh/h		101			149			872			790	
Approach Delay, s/veh		26.3			20.8			21.3			20.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.6	23.5		9.9	9.9	23.2		16.0				
Change Period (Y+Rc), s	7.0	7.0		5.0	7.0	7.0		5.0				
Max Green Setting (Gmax), s	30.0	60.0		10.0	30.0	60.0		15.0				
Max Q Clear Time (g_c+I1), s	3.0	15.2		4.0	3.2	13.9		5.4				
Green Ext Time (p_c), s	0.0	0.7		0.0	0.0	0.6		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		21.2
HCM 6th LOS		C

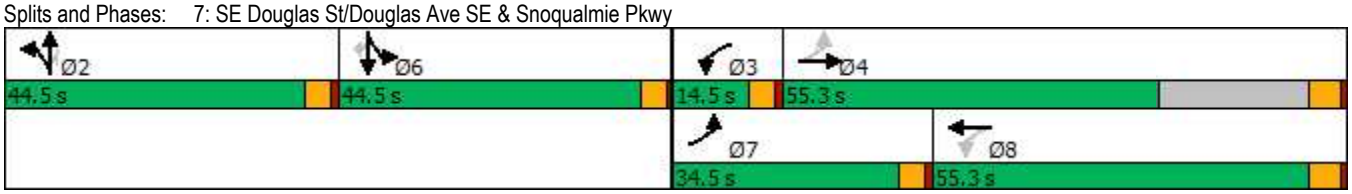
Notes

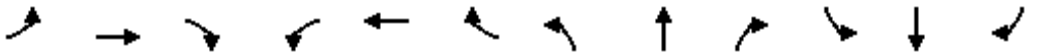
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	92	516	202	54	405	24	106	12	39	52	42	314
Future Volume (vph)	92	516	202	54	405	24	106	12	39	52	42	314
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	175		0	0		150	0		100
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		1285			1065			585			583	
Travel Time (s)		21.9			18.2			16.0			15.9	
Confl. Peds. (#/hr)												3
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	10%	9%	2%	2%	7%	17%	6%	0%	5%	6%	0%	4%
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases	4			8					2			6
Detector Phase	7	4		3	8		2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	35.3		9.5	30.3		36.5	36.5	36.5	36.5	36.5	36.5
Total Split (s)	34.5	55.3		14.5	55.3		44.5	44.5	44.5	44.5	44.5	44.5
Total Split (%)	19.3%	30.9%		8.1%	30.9%		24.9%	24.9%	24.9%	24.9%	24.9%	24.9%
Yellow Time (s)	3.5	4.3		3.5	4.3		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	5.3		4.5	5.3			4.5	4.5		4.5	4.5
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	Min		None	Min		None	None	None	None	None	None

Intersection Summary	
Area Type:	Other
Cycle Length: 178.8	
Actuated Cycle Length: 86.3	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 7: SE Douglas St/Douglas Ave SE & Snoqualmie Pkwy





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	516	202	54	405	24	106	12	39	52	42	314
Future Volume (veh/h)	92	516	202	54	405	24	106	12	39	52	42	314
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	1752	1767	1870	1870	1796	1648	1811	1900	1826	1811	1900	1841
Adj Flow Rate, veh/h	106	593	232	62	466	28	122	14	2	60	48	239
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	10	9	2	2	7	17	6	0	5	6	0	4
Cap, veh/h	418	862	337	296	1155	69	172	20	163	209	167	316
Arrive On Green	0.06	0.37	0.37	0.05	0.35	0.35	0.11	0.11	0.11	0.20	0.20	0.20
Sat Flow, veh/h	1668	2358	921	1781	3271	196	1631	187	1547	1027	822	1553
Grp Volume(v), veh/h	106	422	403	62	243	251	136	0	2	108	0	239
Grp Sat Flow(s),veh/h/ln	1668	1678	1601	1781	1706	1761	1818	0	1547	1849	0	1553
Q Serve(g_s), s	2.7	14.6	14.6	1.5	7.3	7.4	5.0	0.0	0.1	3.4	0.0	9.9
Cycle Q Clear(g_c), s	2.7	14.6	14.6	1.5	7.3	7.4	5.0	0.0	0.1	3.4	0.0	9.9
Prop In Lane	1.00		0.58	1.00		0.11	0.90		1.00	0.56		1.00
Lane Grp Cap(c), veh/h	418	614	586	296	602	622	192	0	163	376	0	316
V/C Ratio(X)	0.25	0.69	0.69	0.21	0.40	0.40	0.71	0.00	0.01	0.29	0.00	0.76
Avail Cap(c_a), veh/h	1043	1225	1169	466	1246	1286	1062	0	904	1080	0	907
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	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.9	18.4	18.4	14.1	16.7	16.7	29.6	0.0	27.4	23.1	0.0	25.7
Incr Delay (d2), s/veh	0.3	2.0	2.1	0.3	0.6	0.6	4.8	0.0	0.0	0.4	0.0	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	5.3	5.0	0.5	2.6	2.7	2.4	0.0	0.0	1.5	0.0	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.2	20.4	20.5	14.5	17.3	17.3	34.4	0.0	27.5	23.5	0.0	29.3
LnGrp LOS	B	C	C	B	B	B	C	A	C	C	A	C
Approach Vol, veh/h		931			556			138			347	
Approach Delay, s/veh		19.6			17.0			34.3			27.5	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	11.7	8.0	30.3	18.4	8.8	29.5
Change Period (Y+Rc), s	4.5	4.5	5.3	4.5	4.5	5.3
Max Green Setting (Gmax), s	40.0	10.0	50.0	40.0	30.0	50.0
Max Q Clear Time (g_c+I1), s	7.0	3.5	16.6	11.9	4.7	9.4
Green Ext Time (p_c), s	0.8	0.0	8.4	1.5	0.3	4.5

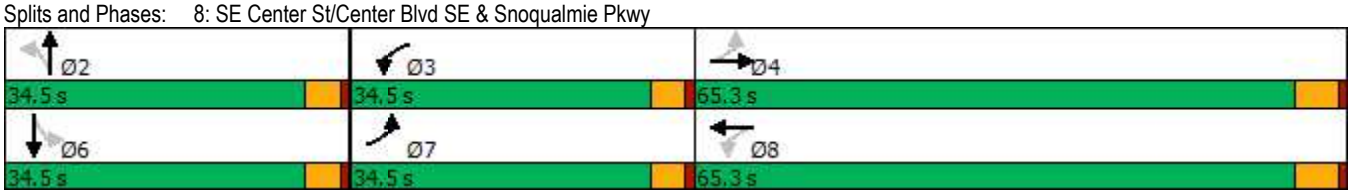
Intersection Summary	
HCM 6th Ctrl Delay	21.3
HCM 6th LOS	C

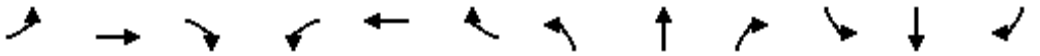
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	433	81	126	428	47	9	6	19	61	27	93
Future Volume (vph)	98	433	81	126	428	47	9	6	19	61	27	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	275		0	275		0	150		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		1065			1064			511			626	
Travel Time (s)		18.2			18.1			13.9			17.1	
Confl. Peds. (#/hr)	3		1	1		3	2		1	1		2
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	2%	11%	1%	0%	6%	0%	11%	0%	0%	5%	4%	2%
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	34.3		9.5	34.3		36.5	36.5		36.5	36.5	
Total Split (s)	34.5	65.3		34.5	65.3		34.5	34.5		34.5	34.5	
Total Split (%)	25.7%	48.6%		25.7%	48.6%		25.7%	25.7%		25.7%	25.7%	
Yellow Time (s)	3.5	4.3		3.5	4.3		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	5.3		4.5	5.3		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	Min		None	Min		None	None		None	None	

Intersection Summary

Area Type: Other
Cycle Length: 134.3
Actuated Cycle Length: 50.7
Natural Cycle: 85
Control Type: Actuated-Uncoordinated

Splits and Phases: 8: SE Center St/Center Blvd SE & Snoqualmie Pkwy





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	433	81	126	428	47	9	6	19	61	27	93
Future Volume (veh/h)	98	433	81	126	428	47	9	6	19	61	27	93
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	1737	1885	1900	1811	1900	1737	1900	1900	1826	1841	1870
Adj Flow Rate, veh/h	110	487	91	142	481	53	10	7	21	69	30	104
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	11	1	0	6	0	11	0	0	5	4	2
Cap, veh/h	586	1066	198	575	1235	136	274	65	195	372	56	195
Arrive On Green	0.09	0.38	0.38	0.10	0.40	0.40	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1781	2776	516	1810	3125	343	1163	417	1252	1345	360	1250
Grp Volume(v), veh/h	110	288	290	142	264	270	10	0	28	69	0	134
Grp Sat Flow(s),veh/h/ln	1781	1650	1642	1810	1721	1748	1163	0	1669	1345	0	1610
Q Serve(g_s), s	1.4	5.2	5.2	1.7	4.3	4.4	0.3	0.0	0.6	1.8	0.0	3.0
Cycle Q Clear(g_c), s	1.4	5.2	5.2	1.7	4.3	4.4	3.4	0.0	0.6	2.4	0.0	3.0
Prop In Lane	1.00		0.31	1.00		0.20	1.00		0.75	1.00		0.78
Lane Grp Cap(c), veh/h	586	634	630	575	680	691	274	0	260	372	0	251
V/C Ratio(X)	0.19	0.46	0.46	0.25	0.39	0.39	0.04	0.00	0.11	0.19	0.00	0.53
Avail Cap(c_a), veh/h	1776	2495	2483	1763	2602	2643	972	0	1262	1179	0	1217
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	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.1	9.1	9.1	6.2	8.6	8.6	17.0	0.0	14.4	15.4	0.0	15.4
Incr Delay (d2), s/veh	0.2	0.7	0.7	0.2	0.5	0.5	0.1	0.0	0.2	0.2	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.3	1.3	0.4	1.1	1.2	0.1	0.0	0.2	0.5	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.3	9.9	9.9	6.4	9.1	9.1	17.0	0.0	14.6	15.6	0.0	17.2
LnGrp LOS	A	A	A	A	A	A	B	A	B	B	A	B
Approach Vol, veh/h		688			676			38			203	
Approach Delay, s/veh		9.3			8.5			15.2			16.7	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	10.7	8.5	20.5	10.7	8.0	21.0
Change Period (Y+Rc), s	4.5	4.5	5.3	4.5	4.5	5.3
Max Green Setting (Gmax), s	30.0	30.0	60.0	30.0	30.0	60.0
Max Q Clear Time (g_c+I1), s	5.4	3.7	7.2	5.0	3.4	6.4
Green Ext Time (p_c), s	0.1	0.4	5.6	1.0	0.3	5.0

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

Notes

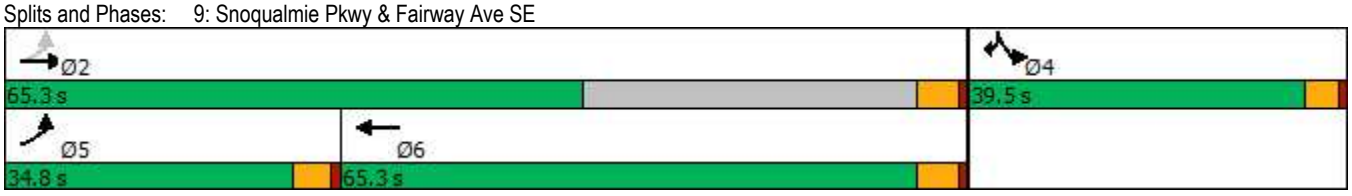
User approved pedestrian interval to be less than phase max green.

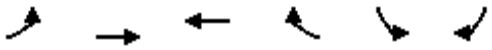
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	30	507	408	110	247	210
Future Volume (vph)	30	507	408	110	247	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	325			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Right Turn on Red				Yes		Yes
Link Speed (mph)		40	40		25	
Link Distance (ft)		1064	278		478	
Travel Time (s)		18.1	4.7		13.0	
Confl. Peds. (#/hr)	2			2		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	8%	8%	4%	11%	2%	1%
Shared Lane Traffic (%)						
Turn Type	pm+pt	NA	NA		Prot	Prot
Protected Phases	5	2	6		4	4
Permitted Phases	2					
Detector Phase	5	2	6		4	4
Switch Phase						
Minimum Initial (s)	5.0	12.0	12.0		5.0	5.0
Minimum Split (s)	9.8	23.3	26.3		36.5	36.5
Total Split (s)	34.8	65.3	65.3		39.5	39.5
Total Split (%)	24.9%	46.8%	46.8%		28.3%	28.3%
Yellow Time (s)	3.8	4.3	4.3		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.8	5.3	5.3		4.5	4.5
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	None	None		None	None

Intersection Summary

Area Type: Other
Cycle Length: 139.6
Actuated Cycle Length: 45.4
Natural Cycle: 75
Control Type: Actuated-Uncoordinated

Splits and Phases: 9: Snoqualmie Pkwy & Fairway Ave SE





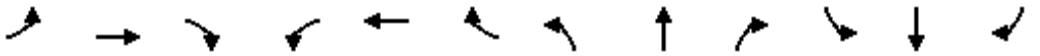
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	30	507	408	110	247	210
Future Volume (veh/h)	30	507	408	110	247	210
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1781	1781	1841	1737	1870	1885
Adj Flow Rate, veh/h	33	563	453	122	274	195
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	8	8	4	11	2	1
Cap, veh/h	417	1688	897	240	417	374
Arrive On Green	0.04	0.50	0.33	0.33	0.23	0.23
Sat Flow, veh/h	1697	3474	2819	729	1781	1598
Grp Volume(v), veh/h	33	563	289	286	274	195
Grp Sat Flow(s),veh/h/ln	1697	1692	1749	1707	1781	1598
Q Serve(g_s), s	0.4	3.7	4.9	4.9	5.1	3.9
Cycle Q Clear(g_c), s	0.4	3.7	4.9	4.9	5.1	3.9
Prop In Lane	1.00			0.43	1.00	1.00
Lane Grp Cap(c), veh/h	417	1688	575	561	417	374
V/C Ratio(X)	0.08	0.33	0.50	0.51	0.66	0.52
Avail Cap(c_a), veh/h	1739	5538	2861	2793	1700	1525
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.9	5.5	9.9	9.9	12.7	12.3
Incr Delay (d2), s/veh	0.1	0.1	0.7	0.7	1.8	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.6	1.3	1.3	1.9	3.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.0	5.6	10.6	10.6	14.5	13.4
LnGrp LOS	A	A	B	B	B	B
Approach Vol, veh/h		596	575		469	
Approach Delay, s/veh		5.7	10.6		14.0	
Approach LOS		A	B		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		23.6		13.1	6.2	17.4
Change Period (Y+Rc), s		5.3		4.5	* 4.8	5.3
Max Green Setting (Gmax), s		60.0		35.0	* 30	60.0
Max Q Clear Time (g_c+I1), s		5.7		7.1	2.4	6.9
Green Ext Time (p_c), s		4.0		1.6	0.1	3.7

Intersection Summary		
HCM 6th Ctrl Delay	9.8	
HCM 6th LOS	A	

Notes

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	641	6	3	420	18	34	1	8	25	3	31
Future Volume (vph)	7	641	6	3	420	18	34	1	8	25	3	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			10%			10%	
Storage Length (ft)	150		0	150		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		458			1686			518			363	
Travel Time (s)		7.8			28.7			14.1			9.9	
Confl. Peds. (#/hr)	2		1	2		3	1		2	3		2
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	0%	7%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	641	6	3	420	18	34	1	8	25	3	31
Future Vol, veh/h	7	641	6	3	420	18	34	1	8	25	3	31
Conflicting Peds, #/hr	2	0	1	2	0	3	1	0	2	3	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	10	-	-	10	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	7	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	9	822	8	4	538	23	44	1	10	32	4	40

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	564	0	0	832	0	0	1127	1418	420	994	1411	286
Stage 1	-	-	-	-	-	-	846	846	-	561	561	-
Stage 2	-	-	-	-	-	-	281	572	-	433	850	-
Critical Hdwy	4.1	-	-	4.1	-	-	9.5	8.5	7.9	9.5	8.5	7.9
Critical Hdwy Stg 1	-	-	-	-	-	-	8.5	7.5	-	8.5	7.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	8.5	7.5	-	8.5	7.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1018	-	-	809	-	-	87	63	523	116	64	662
Stage 1	-	-	-	-	-	-	205	238	-	355	376	-
Stage 2	-	-	-	-	-	-	605	369	-	453	237	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1015	-	-	807	-	-	77	62	521	110	63	659
Mov Cap-2 Maneuver	-	-	-	-	-	-	77	62	-	110	63	-
Stage 1	-	-	-	-	-	-	203	235	-	351	373	-
Stage 2	-	-	-	-	-	-	559	366	-	436	234	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	92.4	37.9
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	91	1015	-	-	807	-	-	183
HCM Lane V/C Ratio	0.606	0.009	-	-	0.005	-	-	0.413
HCM Control Delay (s)	92.4	8.6	-	-	9.5	-	-	37.9
HCM Lane LOS	F	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	2.8	0	-	-	0	-	-	1.9

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	781	9	15	438	24	39
Future Volume (vph)	781	9	15	438	24	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	225		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	40			40	25	
Link Distance (ft)	1686			1131	557	
Travel Time (s)	28.7			19.3	15.2	
Confl. Peds. (#/hr)		3	1		3	1
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	6%	11%	7%	6%	0%	5%
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

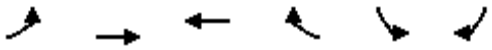
Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	781	9	15	438	24	39
Future Vol, veh/h	781	9	15	438	24	39
Conflicting Peds, #/hr	0	3	1	0	3	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	225	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	6	11	7	6	0	5
Mvmt Flow	898	10	17	503	28	45

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	911	0	1195	458
Stage 1	-	-	-	-	906	-
Stage 2	-	-	-	-	289	-
Critical Hdwy	-	-	4.24	-	6.8	7
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.27	-	3.5	3.35
Pot Cap-1 Maneuver	-	-	713	-	182	542
Stage 1	-	-	-	-	359	-
Stage 2	-	-	-	-	741	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	711	-	177	540
Mov Cap-2 Maneuver	-	-	-	-	177	-
Stage 1	-	-	-	-	358	-
Stage 2	-	-	-	-	721	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	20.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	303	-	-	711	-
HCM Lane V/C Ratio	0.239	-	-	0.024	-
HCM Control Delay (s)	20.6	-	-	10.2	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.9	-	-	0.1	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	2	819	440	4	7	9
Future Volume (vph)	2	819	440	4	7	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		40	40		25	
Link Distance (ft)		679	1187		393	
Travel Time (s)		11.6	20.2		10.7	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	6%	6%	0%	0%	0%
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	819	440	4	7	9
Future Vol, veh/h	2	819	440	4	7	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	6	6	0	0	0
Mvmt Flow	2	941	506	5	8	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	511	0	-	0	984	256
Stage 1	-	-	-	-	509	-
Stage 2	-	-	-	-	475	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1065	-	-	-	249	749
Stage 1	-	-	-	-	574	-
Stage 2	-	-	-	-	597	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1065	-	-	-	249	749
Mov Cap-2 Maneuver	-	-	-	-	249	-
Stage 1	-	-	-	-	573	-
Stage 2	-	-	-	-	597	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	14.5
HCM LOS			B

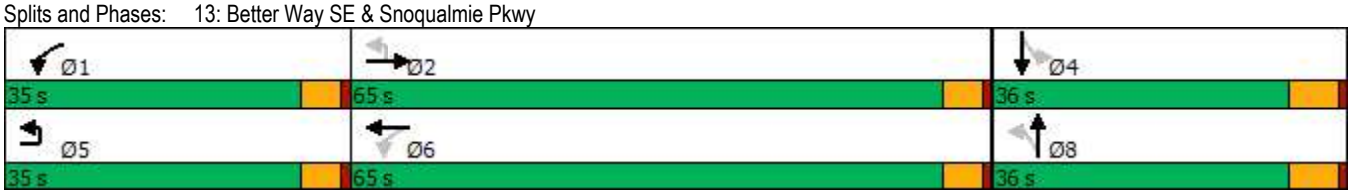
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1065	-	-	-	399
HCM Lane V/C Ratio	0.002	-	-	-	0.046
HCM Control Delay (s)	8.4	-	-	-	14.5
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	807	26	24	425	0	29	0	17	0	0
Future Volume (vph)	0	0	807	26	24	425	0	29	0	17	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0	200		0	0		0	0	
Storage Lanes		1		0	1		0	0		0	0	
Taper Length (ft)		25			25			25			25	
Right Turn on Red				Yes			Yes			Yes		
Link Speed (mph)			40			40			25			25
Link Distance (ft)			1187			833			535			291
Travel Time (s)			20.2			14.2			14.6			7.9
Confl. Peds. (#/hr)		2		1	1		2	1				
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	0%	6%	4%	0%	7%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Turn Type	pm+pt		NA		pm+pt	NA		Perm	NA			
Protected Phases	5		2		1	6			8			4
Permitted Phases	2				6			8			4	
Detector Phase	5		2		1	6		8	8		4	4
Switch Phase												
Minimum Initial (s)	5.0		15.0		5.0	14.0		5.0	5.0		30.0	30.0
Minimum Split (s)	10.0		20.0		10.0	29.0		36.0	36.0		36.0	36.0
Total Split (s)	35.0		65.0		35.0	65.0		36.0	36.0		36.0	36.0
Total Split (%)	25.7%		47.8%		25.7%	47.8%		26.5%	26.5%		26.5%	26.5%
Yellow Time (s)	4.0		4.0		4.0	4.0		5.0	5.0		5.0	5.0
All-Red Time (s)	1.0		1.0		1.0	1.0		1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0			0.0			0.0
Total Lost Time (s)	5.0		5.0		5.0	5.0			6.0			6.0
Lead/Lag	Lead		Lag		Lead	Lag						
Lead-Lag Optimize?	Yes		Yes		Yes	Yes						
Recall Mode	Min		Min		None	None		None	None		None	None

Intersection Summary

Area Type: Other
Cycle Length: 136
Actuated Cycle Length: 42.2
Natural Cycle: 75
Control Type: Actuated-Uncoordinated

Splits and Phases: 13: Better Way SE & Snoqualmie Pkwy



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Right Turn on Red	Yes
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	1
Peak Hour Factor	0.85
Heavy Vehicles (%)	0%
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	

Intersection Summary

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	0	0	807	26	24	425	0	29	0	17	0	0
Future Volume (veh/h)	0	0	807	26	24	425	0	29	0	17	0	0
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
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
Work Zone On Approach			No			No			No			No
Adj Sat Flow, veh/h/ln		0	1811	1841	1900	1796	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h		0	949	31	28	500	0	34	0	20	0	0
Peak Hour Factor		0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %		0	6	4	0	7	0	0	0	0	0	0
Cap, veh/h		0	1572	51	312	2165	0	220	0	34	0	117
Arrive On Green		0.00	0.46	0.46	0.03	0.63	0.00	0.06	0.00	0.06	0.00	0.00
Sat Flow, veh/h		0	3491	111	1810	3503	0	940	0	553	0	1900
Grp Volume(v), veh/h		0	480	500	28	500	0	54	0	0	0	0
Grp Sat Flow(s),veh/h/ln		0	1721	1791	1810	1706	0	1493	0	0	0	1900
Q Serve(g_s), s		0.0	7.5	7.5	0.2	2.3	0.0	1.3	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s		0.0	7.5	7.5	0.2	2.3	0.0	1.3	0.0	0.0	0.0	0.0
Prop In Lane		0.00		0.06	1.00		0.00	0.63		0.37	0.00	
Lane Grp Cap(c), veh/h		0	795	828	312	2165	0	254	0	0	0	117
V/C Ratio(X)		0.00	0.60	0.60	0.09	0.23	0.00	0.21	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h		0	2852	2969	1751	5658	0	1399	0	0	0	1575
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
Upstream Filter(I)		0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh		0.0	7.3	7.3	7.7	2.8	0.0	16.5	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh		0.0	0.7	0.7	0.1	0.1	0.0	0.4	0.0	0.0	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
%ile BackOfQ(50%),veh/ln		0.0	1.6	1.6	0.1	0.1	0.0	0.4	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		0.0	8.0	8.0	7.8	2.9	0.0	16.9	0.0	0.0	0.0	0.0
LnGrp LOS		A	A	A	A	A	A	B	A	A	A	A
Approach Vol, veh/h			980			528			54			0
Approach Delay, s/veh			8.0			3.2			16.9			0.0
Approach LOS			A			A			B			

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	6.2	21.7		8.2		28.0		8.2				
Change Period (Y+Rc), s	5.0	5.0		6.0		5.0		6.0				
Max Green Setting (Gmax), s	30.0	60.0		30.0		60.0		30.0				
Max Q Clear Time (g_c+I1), s	2.2	9.5		0.0		4.3		3.3				
Green Ext Time (p_c), s	0.0	7.2		0.0		3.5		0.2				

Intersection Summary	
HCM 6th Ctrl Delay	6.7
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	0
Peak Hour Factor	0.85
Percent Heavy Veh, %	0
Cap, veh/h	0
Arrive On Green	0.00
Sat Flow, veh/h	0
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.00
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	A
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	702	1	1	398	1	1
Future Volume (vph)	702	1	1	398	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	150		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	40			40	25	
Link Distance (ft)	646			700	301	
Travel Time (s)	11.0			11.9	8.2	
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	6%	0%	0%	5%	0%	0%
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	702	1	1	398	1	1
Future Vol, veh/h	702	1	1	398	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	6	0	0	5	0	0
Mvmt Flow	900	1	1	510	1	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	901	0	1158	451
Stage 1	-	-	-	-	901	-
Stage 2	-	-	-	-	257	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	763	-	192	561
Stage 1	-	-	-	-	362	-
Stage 2	-	-	-	-	768	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	763	-	192	561
Mov Cap-2 Maneuver	-	-	-	-	192	-
Stage 1	-	-	-	-	362	-
Stage 2	-	-	-	-	767	-

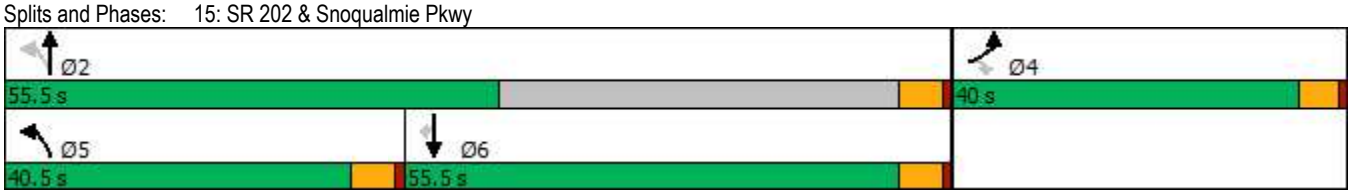
Approach	EB	WB	NB
HCM Control Delay, s	0	0	17.7
HCM LOS			C

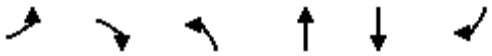
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	286	-	-	763	-
HCM Lane V/C Ratio	0.009	-	-	0.002	-
HCM Control Delay (s)	17.7	-	-	9.7	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	382	330	204	207	246	213
Future Volume (vph)	382	330	204	207	246	213
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	300			300
Storage Lanes	1	1	1			1
Taper Length (ft)	25		25			
Right Turn on Red		Yes				Yes
Link Speed (mph)	40			45	45	
Link Distance (ft)	700			1127	949	
Travel Time (s)	11.9			17.1	14.4	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	9%	3%	3%	14%	10%	7%
Shared Lane Traffic (%)						
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	7.0	7.0	5.0	7.0	7.0	7.0
Minimum Split (s)	29.0	29.0	10.5	12.5	35.5	35.5
Total Split (s)	40.0	40.0	40.5	55.5	55.5	55.5
Total Split (%)	29.4%	29.4%	29.8%	40.8%	40.8%	40.8%
Yellow Time (s)	4.0	4.0	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.5	5.5	5.5	5.5
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min

Intersection Summary	
Area Type:	Other
Cycle Length: 136	
Actuated Cycle Length: 91.1	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 15: SR 202 & Snoqualmie Pkwy





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	382	330	204	207	246	213
Future Volume (veh/h)	382	330	204	207	246	213
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	1767	1856	1856	1693	1752	1796
Adj Flow Rate, veh/h	478	93	255	259	308	-28
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	9	3	3	14	10	7
Cap, veh/h	560	523	461	807	406	353
Arrive On Green	0.33	0.33	0.15	0.48	0.23	0.00
Sat Flow, veh/h	1682	1572	1767	1693	1752	1522
Grp Volume(v), veh/h	478	93	255	259	308	-28
Grp Sat Flow(s),veh/h/ln	1682	1572	1767	1693	1752	1522
Q Serve(g_s), s	14.6	2.3	5.5	5.2	9.0	0.0
Cycle Q Clear(g_c), s	14.6	2.3	5.5	5.2	9.0	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	560	523	461	807	406	353
V/C Ratio(X)	0.85	0.18	0.55	0.32	0.76	-0.08
Avail Cap(c_a), veh/h	1069	999	1328	1536	1590	1382
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	17.1	13.0	12.5	8.9	19.7	0.0
Incr Delay (d2), s/veh	3.8	0.2	1.0	0.2	2.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	2.4	1.7	1.4	3.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.0	13.2	13.6	9.1	22.6	0.0
LnGrp LOS	C	B	B	A	C	A
Approach Vol, veh/h	571			514	280	
Approach Delay, s/veh	19.7			11.3	24.9	
Approach LOS	B			B	C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		31.8		23.3	13.5	18.3
Change Period (Y+Rc), s		5.5		5.0	5.5	5.5
Max Green Setting (Gmax), s		50.0		35.0	35.0	50.0
Max Q Clear Time (g_c+I1), s		7.2		16.6	7.5	11.0
Green Ext Time (p_c), s		1.5		1.7	0.7	1.7

Intersection Summary	
HCM 6th Ctrl Delay	17.6
HCM 6th LOS	B

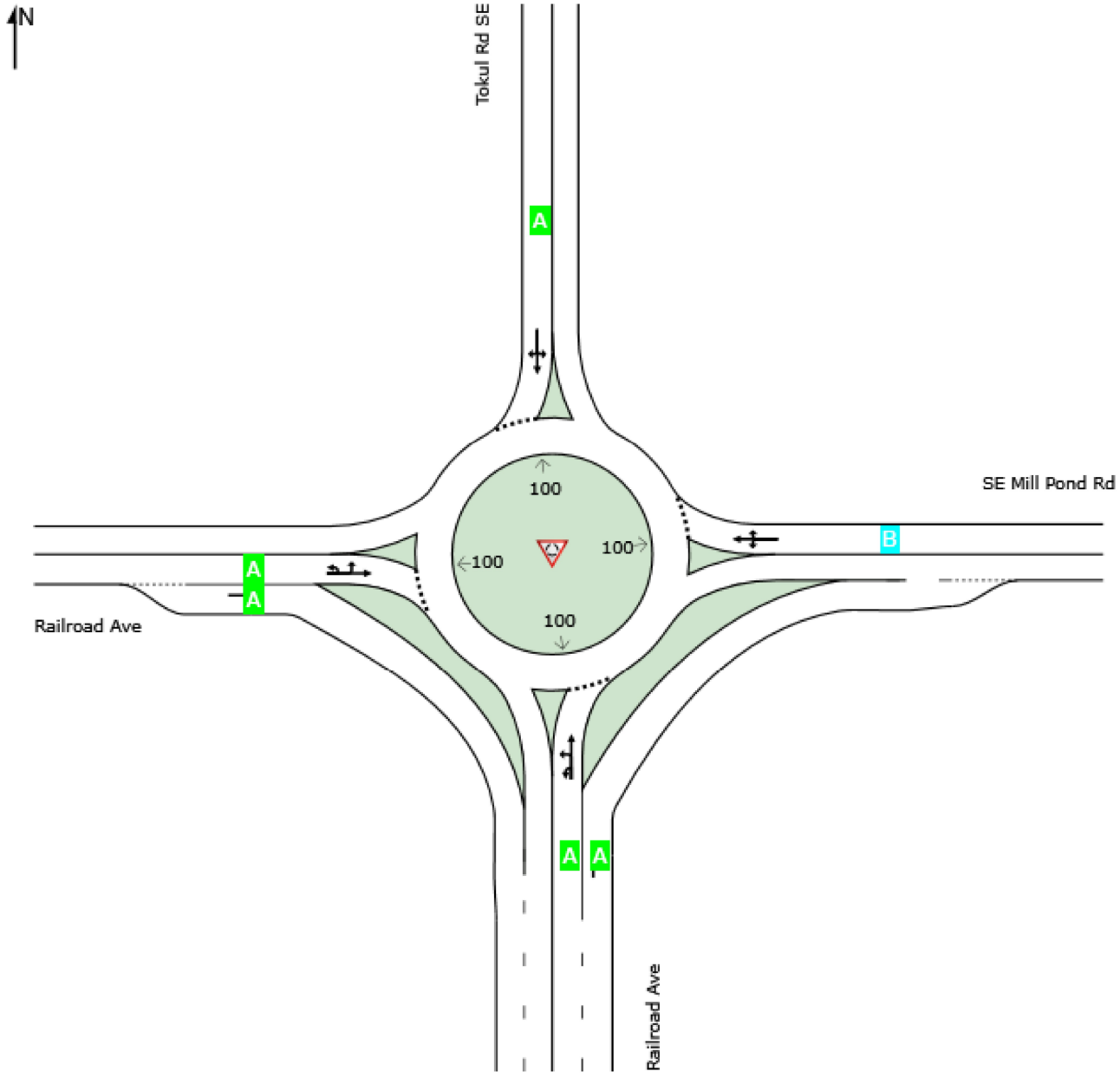
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 16 [2023 With Redevelopment Alternative 2 Planning Area 1 - AM Peak Hour (Site Folder: General)]

Snoqualmie Mill - Railroad Ave & Tokul Rd SE & SE Mill Pond Rd
Site Category: (None)
Roundabout

	Approaches				Intersection
	South	East	North	West	
LOS	A	B	A	A	A



MOVEMENT SUMMARY

Site: 16 [2023 With Redevelopment Alternative 2 Planning Area 1 - AM Peak Hour (Site Folder: General)]

Snoqualmie Mill - Railroad Ave & Tokul Rd SE & SE Mill Pond Rd
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Railroad Ave														
1	U	1	0.0	1	0.0	0.325	12.7	LOS B	1.9	50.5	0.34	0.61	0.34	33.4
379	L2	389	9.0	458	9.0	0.325	9.2	LOS A	1.9	50.5	0.34	0.61	0.34	31.4
7	T1	7	28.6	8	28.6	0.325	4.9	LOS A	1.9	50.5	0.34	0.61	0.34	32.2
24	R2	179	12.9	211	12.9	0.142	4.0	LOS A	0.0	0.0	0.00	0.45	0.00	36.8
Approach		576	10.4	678	10.4	0.325	7.6	LOS A	1.9	50.5	0.23	0.56	0.23	32.9
East: SE Mill Pond Rd														
28	L2	60	30.4	71	30.4	0.192	13.4	LOS B	1.0	31.1	0.60	0.75	0.60	33.3
40	T1	50	47.0	59	47.0	0.192	8.2	LOS A	1.0	31.1	0.60	0.75	0.60	33.4
0	R2	1	0.0	1	0.0	0.192	6.0	LOS A	1.0	31.1	0.60	0.75	0.60	33.2
Approach		111	37.6	131	37.6	0.192	11.0	LOS B	1.0	31.1	0.60	0.75	0.60	33.4
North: Tokul Rd SE														
0	L2	3	0.0	4	0.0	0.033	12.6	LOS B	0.2	4.4	0.61	0.61	0.61	36.0
10	T1	11	0.0	13	0.0	0.033	6.6	LOS A	0.2	4.4	0.61	0.61	0.61	35.9
11	R2	12	0.0	14	0.0	0.033	6.7	LOS A	0.2	4.4	0.61	0.61	0.61	34.8
Approach		26	0.0	31	0.0	0.033	7.3	LOS A	0.2	4.4	0.61	0.61	0.61	35.4
West: Railroad Ave														
1	U	1	0.0	1	0.0	0.097	12.4	LOS B	0.5	13.1	0.25	0.40	0.25	38.3
2	L2	2	0.0	2	0.0	0.097	10.0	LOS B	0.5	13.1	0.25	0.40	0.25	37.4
77	T1	120	8.3	141	8.3	0.097	4.2	LOS A	0.5	13.1	0.25	0.40	0.25	37.1
372	R2	384	6.0	452	6.0	0.286	3.7	LOS A	0.0	0.0	0.00	0.45	0.00	37.0
Approach		507	6.5	596	6.5	0.286	3.9	LOS A	0.5	13.1	0.06	0.44	0.06	37.0
All Vehicles		1220	11.1	1435	11.1	0.325	6.3	LOS A	1.9	50.5	0.20	0.53	0.20	34.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	91	4	18	28	3	22
Future Volume (vph)	91	4	18	28	3	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45		35			35
Link Distance (ft)	458		1466			541
Travel Time (s)	6.9		28.6			10.5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	0%	11%	4%	0%	5%
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

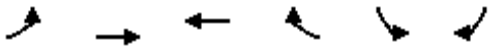
Intersection	
Int Delay, s/veh	5.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	91	4	18	28	3	22
Future Vol, veh/h	91	4	18	28	3	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	0	11	4	0	5
Mvmt Flow	96	4	19	29	3	23

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	63	34	0	0	48	0
Stage 1	34	-	-	-	-	-
Stage 2	29	-	-	-	-	-
Critical Hdwy	6.42	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	943	1045	-	-	1572	-
Stage 1	988	-	-	-	-	-
Stage 2	994	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	941	1045	-	-	1572	-
Mov Cap-2 Maneuver	941	-	-	-	-	-
Stage 1	988	-	-	-	-	-
Stage 2	992	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	0.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	945	1572	-
HCM Lane V/C Ratio	-	-	0.106	0.002	-
HCM Control Delay (s)	-	-	9.3	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	41	35	90	24	13	72
Future Volume (vph)	41	35	90	24	13	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		35	35		40	
Link Distance (ft)		502	1466		916	
Travel Time (s)		9.8	28.6		15.6	
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69
Heavy Vehicles (%)	2%	6%	2%	4%	8%	3%
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	41	35	90	24	13	72
Future Vol, veh/h	41	35	90	24	13	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	69	69	69	69	69	69
Heavy Vehicles, %	2	6	2	4	8	3
Mvmt Flow	59	51	130	35	19	104

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	165	0	-	0	317	148
Stage 1	-	-	-	-	148	-
Stage 2	-	-	-	-	169	-
Critical Hdwy	4.12	-	-	-	6.48	6.23
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	2.218	-	-	-	3.572	3.327
Pot Cap-1 Maneuver	1413	-	-	-	664	896
Stage 1	-	-	-	-	865	-
Stage 2	-	-	-	-	846	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1413	-	-	-	635	896
Mov Cap-2 Maneuver	-	-	-	-	635	-
Stage 1	-	-	-	-	828	-
Stage 2	-	-	-	-	846	-

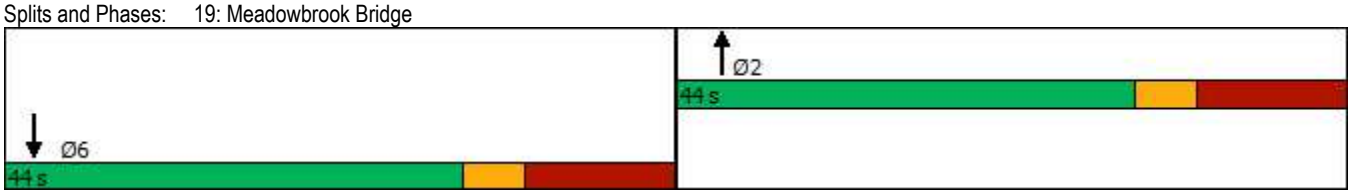
Approach	EB	WB	SB
HCM Control Delay, s	4.1	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1413	-	-	-	843
HCM Lane V/C Ratio	0.042	-	-	-	0.146
HCM Control Delay (s)	7.7	0	-	-	10
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	76	0	0	162
Future Volume (vph)	0	0	76	0	0	162
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Right Turn on Red		Yes		Yes		
Link Speed (mph)	30		30			30
Link Distance (ft)	150		304			249
Travel Time (s)	3.4		6.9			5.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	4%	0%	0%	2%
Shared Lane Traffic (%)						
Turn Type			NA			NA
Protected Phases			2			6
Permitted Phases						
Detector Phase			2			6
Switch Phase						
Minimum Initial (s)			5.0			5.0
Minimum Split (s)			19.0			19.0
Total Split (s)			44.0			44.0
Total Split (%)			50.0%			50.0%
Yellow Time (s)			4.0			4.0
All-Red Time (s)			10.0			10.0
Lost Time Adjust (s)			0.0			0.0
Total Lost Time (s)			14.0			14.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode			None			None

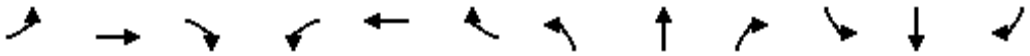
Intersection Summary	
Area Type:	Other
Cycle Length: 88	
Actuated Cycle Length: 35.4	
Natural Cycle: 40	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 19: Meadowbrook Bridge



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑			↑
Traffic Volume (vph)	0	0	76	0	0	162
Future Volume (vph)	0	0	76	0	0	162
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			14.0			14.0
Lane Util. Factor			1.00			1.00
Frt			1.00			1.00
Flt Protected			1.00			1.00
Satd. Flow (prot)			1827			1863
Flt Permitted			1.00			1.00
Satd. Flow (perm)			1827			1863
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	83	0	0	176
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	83	0	0	176
Heavy Vehicles (%)	0%	0%	4%	0%	0%	2%
Turn Type			NA			NA
Protected Phases			2			6
Permitted Phases						
Actuated Green, G (s)			3.5			6.9
Effective Green, g (s)			3.5			6.9
Actuated g/C Ratio			0.09			0.18
Clearance Time (s)			14.0			14.0
Vehicle Extension (s)			2.0			2.0
Lane Grp Cap (vph)			166			334
v/s Ratio Prot			c0.05			c0.09
v/s Ratio Perm						
v/c Ratio			0.50			0.53
Uniform Delay, d1			16.6			14.3
Progression Factor			1.00			1.00
Incremental Delay, d2			0.9			0.7
Delay (s)			17.5			15.0
Level of Service			B			B
Approach Delay (s)	0.0		17.5			15.0
Approach LOS	A		B			B

Intersection Summary			
HCM 2000 Control Delay	15.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	38.4	Sum of lost time (s)	28.0
Intersection Capacity Utilization	20.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	112	9	44	57	18	4	51	59	30	48	11
Future Volume (vph)	7	112	9	44	57	18	4	51	59	30	48	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		505			663			790			216	
Travel Time (s)		13.8			18.1			21.5			5.9	
Confl. Peds. (#/hr)	5		1			4	1			4		5
Peak Hour Factor	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49
Heavy Vehicles (%)	0%	7%	11%	9%	11%	0%	0%	2%	5%	3%	4%	0%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Intersection Delay, s/veh	11.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	112	9	44	57	18	4	51	59	30	48	11
Future Vol, veh/h	7	112	9	44	57	18	4	51	59	30	48	11
Peak Hour Factor	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49
Heavy Vehicles, %	0	7	11	9	11	0	0	2	5	3	4	0
Mvmt Flow	14	229	18	90	116	37	8	104	120	61	98	22
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

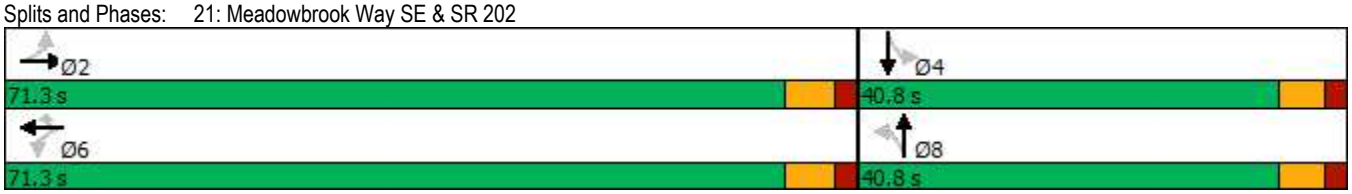
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12	12.1	11.2	11.2
HCM LOS	B	B	B	B

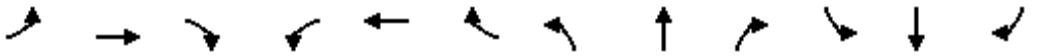
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	5%	37%	34%
Vol Thru, %	45%	88%	48%	54%
Vol Right, %	52%	7%	15%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	114	128	119	89
LT Vol	4	7	44	30
Through Vol	51	112	57	48
RT Vol	59	9	18	11
Lane Flow Rate	233	261	243	182
Geometry Grp	1	1	1	1
Degree of Util (X)	0.345	0.395	0.38	0.29
Departure Headway (Hd)	5.332	5.448	5.635	5.754
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	672	658	636	621
Service Time	3.388	3.502	3.69	3.814
HCM Lane V/C Ratio	0.347	0.397	0.382	0.293
HCM Control Delay	11.2	12	12.1	11.2
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.5	1.9	1.8	1.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	268	50	9	269	30	46	57	20	14	53	9
Future Volume (vph)	15	268	50	9	269	30	46	57	20	14	53	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	150		0	0		0	200		0
Storage Lanes	1		0	1		1	0		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			50			35			25	
Link Distance (ft)		615			518			738			663	
Travel Time (s)		14.0			7.1			14.4			18.1	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Heavy Vehicles (%)	7%	9%	3%	0%	9%	0%	3%	2%	0%	0%	4%	33%
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6		6	8			4		
Detector Phase	2	2		6	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	33.3	33.3		30.3	30.3	30.3	32.8	32.8		32.8	32.8	
Total Split (s)	71.3	71.3		71.3	71.3	71.3	40.8	40.8		40.8	40.8	
Total Split (%)	63.6%	63.6%		63.6%	63.6%	63.6%	36.4%	36.4%		36.4%	36.4%	
Yellow Time (s)	4.3	4.3		4.3	4.3	4.3	3.8	3.8		3.8	3.8	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0		0.0		0.0		0.0	0.0	
Total Lost Time (s)	6.3	6.3		6.3		6.3		5.8		5.8	5.8	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min	Min	None	None		None	None	

Intersection Summary	
Area Type:	Other
Cycle Length: 112.1	
Actuated Cycle Length: 94.4	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 21: Meadowbrook Way SE & SR 202





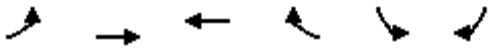
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	268	50	9	269	30	46	57	20	14	53	9
Future Volume (veh/h)	15	268	50	9	269	30	46	57	20	14	53	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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	1796	1767	1856	1900	1767	1900	1856	1870	1900	1900	1841	1411
Adj Flow Rate, veh/h	20	362	68	12	364	41	62	77	27	19	72	12
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Percent Heavy Veh, %	7	9	3	0	9	0	3	2	0	0	4	33
Cap, veh/h	630	588	110	450	0	654	251	151	45	530	273	46
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	941	1446	272	973	0	1610	455	847	253	1311	1538	256
Grp Volume(v), veh/h	20	0	430	12	0	41	166	0	0	19	0	84
Grp Sat Flow(s),veh/h/ln	941	0	1718	973	0	1610	1555	0	0	1311	0	1795
Q Serve(g_s), s	0.4	0.0	5.8	0.3	0.0	0.5	1.7	0.0	0.0	0.0	0.0	1.2
Cycle Q Clear(g_c), s	0.4	0.0	5.8	6.1	0.0	0.5	2.9	0.0	0.0	0.3	0.0	1.2
Prop In Lane	1.00		0.16	1.00		1.00	0.37		0.16	1.00		0.14
Lane Grp Cap(c), veh/h	630	0	698	450	0	654	446	0	0	530	0	319
V/C Ratio(X)	0.03	0.00	0.62	0.03	0.00	0.06	0.37	0.00	0.00	0.04	0.00	0.26
Avail Cap(c_a), veh/h	2352	0	3839	2230	0	3599	2062	0	0	1875	0	2160
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.2	0.0	6.8	9.2	0.0	5.3	11.0	0.0	0.0	9.9	0.0	10.3
Incr Delay (d2), s/veh	0.0	0.0	1.1	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.3	0.0	0.0	0.1	0.7	0.0	0.0	0.1	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.3	0.0	7.9	9.3	0.0	5.3	11.5	0.0	0.0	10.0	0.0	10.8
LnGrp LOS	A	A	A	A	A	A	B	A	A	A	A	B
Approach Vol, veh/h		450			53			166			103	
Approach Delay, s/veh		7.8			6.2			11.5			10.6	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		18.1		11.0		18.1		11.0				
Change Period (Y+Rc), s		6.3		* 5.8		6.3		* 5.8				
Max Green Setting (Gmax), s		65.0		* 35		65.0		* 35				
Max Q Clear Time (g_c+I1), s		7.8		3.2		8.1		4.9				
Green Ext Time (p_c), s		4.1		0.5		0.2		0.9				

Intersection Summary												
HCM 6th Ctrl Delay			8.9									
HCM 6th LOS			A									

Notes

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



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	41	131	240	15	29	157
Future Volume (vph)	41	131	240	15	29	157
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		35	35		25	
Link Distance (ft)		158	180		181	
Travel Time (s)		3.1	3.5		4.9	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	2%	3%	2%	0%	0%	3%
Shared Lane Traffic (%)						
Sign Control		Stop	Stop		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Intersection Delay, s/veh	10.2
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	41	131	240	15	29	157
Future Vol, veh/h	41	131	240	15	29	157
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	3	2	0	0	3
Mvmt Flow	50	160	293	18	35	191
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	9.9	10.9	9.6
HCM LOS	A	B	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	24%	0%	16%
Vol Thru, %	76%	94%	0%
Vol Right, %	0%	6%	84%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	172	255	186
LT Vol	41	0	29
Through Vol	131	240	0
RT Vol	0	15	157
Lane Flow Rate	210	311	227
Geometry Grp	1	1	1
Degree of Util (X)	0.284	0.405	0.292
Departure Headway (Hd)	4.881	4.687	4.63
Convergence, Y/N	Yes	Yes	Yes
Cap	732	762	771
Service Time	2.946	2.746	2.687
HCM Lane V/C Ratio	0.287	0.408	0.294
HCM Control Delay	9.9	10.9	9.6
HCM Lane LOS	A	B	A
HCM 95th-tile Q	1.2	2	1.2

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	34	364	193	36	137	57
Future Volume (vph)	34	364	193	36	137	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	450	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Link Speed (mph)	35		50			50
Link Distance (ft)	158		253			593
Travel Time (s)	3.1		3.5			8.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	2%	4%	4%	3%	12%
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	3.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	34	364	193	36	137	57
Future Vol, veh/h	34	364	193	36	137	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	Free	-	None
Storage Length	0	0	-	0	450	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	2	4	4	3	12
Mvmt Flow	37	396	210	39	149	62

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	570	-	0	-	210	0
Stage 1	210	-	-	-	-	-
Stage 2	360	-	-	-	-	-
Critical Hdwy	6.47	-	-	-	4.13	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	-	-	-	2.227	-
Pot Cap-1 Maneuver	475	0	-	0	1355	-
Stage 1	813	0	-	0	-	-
Stage 2	695	0	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	423	-	-	-	1355	-
Mov Cap-2 Maneuver	505	-	-	-	-	-
Stage 1	813	-	-	-	-	-
Stage 2	619	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.7	0	5.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	505	-	1355	-
HCM Lane V/C Ratio	-	0.073	-	0.11	-
HCM Control Delay (s)	-	12.7	0	8	-
HCM Lane LOS	-	B	A	A	-
HCM 95th %tile Q(veh)	-	0.2	-	0.4	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1	39	72	4	189	112
Future Volume (vph)	1	39	72	4	189	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	25		35			35
Link Distance (ft)	804		935			756
Travel Time (s)	21.9		18.2			14.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	20%	47%	0%	5%	21%
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	4.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	39	72	4	189	112
Future Vol, veh/h	1	39	72	4	189	112
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	20	47	0	5	21
Mvmt Flow	1	42	78	4	205	122

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	612	80	0	0	82	0
Stage 1	80	-	-	-	-	-
Stage 2	532	-	-	-	-	-
Critical Hdwy	6.4	6.4	-	-	4.15	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.48	-	-	2.245	-
Pot Cap-1 Maneuver	460	932	-	-	1497	-
Stage 1	948	-	-	-	-	-
Stage 2	593	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	392	932	-	-	1497	-
Mov Cap-2 Maneuver	392	-	-	-	-	-
Stage 1	948	-	-	-	-	-
Stage 2	506	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	4.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	901	1497	-
HCM Lane V/C Ratio	-	-	0.048	0.137	-
HCM Control Delay (s)	-	-	9.2	7.8	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.5	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	1	75	1	6	107
Future Volume (vph)	0	1	75	1	6	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	25		35			35
Link Distance (ft)	796		476			935
Travel Time (s)	21.7		9.3			18.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	45%	0%	0%	23%
Shared Lane Traffic (%)						
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

Intersection	
Intersection Delay, s/veh	4.3
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	1	83	123
Demand Flow Rate, veh/h	1	120	150
Vehicles Circulating, veh/h	119	7	0
Vehicles Exiting, veh/h	8	143	120
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.0	4.6	4.1
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	1	120	150
Cap Entry Lane, veh/h	1222	1370	1380
Entry HV Adj Factor	1.000	0.692	0.822
Flow Entry, veh/h	1	83	123
Cap Entry, veh/h	1222	948	1134
V/C Ratio	0.001	0.088	0.109
Control Delay, s/veh	3.0	4.6	4.1
LOS	A	A	A
95th %tile Queue, veh	0	0	0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	76	0	0	107
Future Volume (vph)	0	0	76	0	0	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	25		35			35
Link Distance (ft)	769		376			476
Travel Time (s)	21.0		7.3			9.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	45%	0%	0%	22%
Bus Blockages (#/hr)	0	0	26	0	0	15
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	76	0	0	107
Future Vol, veh/h	0	0	76	0	0	107
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	45	0	0	22
Mvmt Flow	0	0	83	0	0	116

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	199	83	0	0	83	0
Stage 1	83	-	-	-	-	-
Stage 2	116	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	794	982	-	-	1527	-
Stage 1	945	-	-	-	-	-
Stage 2	914	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	794	982	-	-	1527	-
Mov Cap-2 Maneuver	794	-	-	-	-	-
Stage 1	945	-	-	-	-	-
Stage 2	914	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1527	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	76	0	0	107
Future Volume (vph)	0	0	76	0	0	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	25		35			35
Link Distance (ft)	721		317			376
Travel Time (s)	19.7		6.2			7.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	45%	0%	0%	22%
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	76	0	0	107
Future Vol, veh/h	0	0	76	0	0	107
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	45	0	0	22
Mvmt Flow	0	0	83	0	0	116

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	199	83	0	0	83	0
Stage 1	83	-	-	-	-	-
Stage 2	116	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	794	982	-	-	1527	-
Stage 1	945	-	-	-	-	-
Stage 2	914	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	794	982	-	-	1527	-
Mov Cap-2 Maneuver	794	-	-	-	-	-
Stage 1	945	-	-	-	-	-
Stage 2	914	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1527	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	0	76	28	0	107
Future Volume (vph)	5	0	76	28	0	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	25		35			35
Link Distance (ft)	701		575			216
Travel Time (s)	19.1		11.2			4.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	45%	0%	0%	22%
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	0	76	28	0	107
Future Vol, veh/h	5	0	76	28	0	107
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	45	0	0	22
Mvmt Flow	5	0	83	30	0	116

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	214	98	0	0	113	0
Stage 1	98	-	-	-	-	-
Stage 2	116	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	779	963	-	-	1489	-
Stage 1	931	-	-	-	-	-
Stage 2	914	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	779	963	-	-	1489	-
Mov Cap-2 Maneuver	779	-	-	-	-	-
Stage 1	931	-	-	-	-	-
Stage 2	914	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	779	1489	-
HCM Lane V/C Ratio	-	-	0.007	-	-
HCM Control Delay (s)	-	-	9.7	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	0	38	1	0	2	7	1135	0	0	827	10
Future Vol, veh/h	13	0	38	1	0	2	7	1135	0	0	827	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	125	-	-	25	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	10	-	-	10	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	3	0
Mvmt Flow	14	0	40	1	0	2	7	1195	0	0	871	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1489	2086	441	1645	2091	598	882	0	0	1195	0	0
Stage 1	877	877	-	1209	1209	-	-	-	-	-	-	-
Stage 2	612	1209	-	436	882	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	88	54	570	67	53	450	775	-	-	591	-	-
Stage 1	314	369	-	197	258	-	-	-	-	-	-	-
Stage 2	452	258	-	574	367	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	87	54	570	62	53	450	775	-	-	591	-	-
Mov Cap-2 Maneuver	87	54	-	62	53	-	-	-	-	-	-	-
Stage 1	311	369	-	195	256	-	-	-	-	-	-	-
Stage 2	446	256	-	534	367	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	24.7	30.2	0.1	0
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	775	-	-	236	146	591	-	-
HCM Lane V/C Ratio	0.01	-	-	0.227	0.022	-	-	-
HCM Control Delay (s)	9.7	-	-	24.7	30.2	0	-	-
HCM Lane LOS	A	-	-	C	D	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.9	0.1	0	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	25	61	1001	45	39	795
Future Volume (vph)	25	61	1001	45	39	795
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Link Speed (mph)	30		40			40
Link Distance (ft)	346		677			718
Travel Time (s)	7.9		11.5			12.2
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	4%	0%	2%	0%	0%	3%
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	61	1001	45	39	795
Future Vol, veh/h	25	61	1001	45	39	795
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	200	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	4	0	2	0	0	3
Mvmt Flow	28	69	1138	51	44	903

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1704	595	0	0	1189	0
Stage 1	1164	-	-	-	-	-
Stage 2	540	-	-	-	-	-
Critical Hdwy	6.88	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.88	-	-	-	-	-
Critical Hdwy Stg 2	5.88	-	-	-	-	-
Follow-up Hdwy	3.54	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	81	452	-	-	594	-
Stage 1	255	-	-	-	-	-
Stage 2	543	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	75	452	-	-	594	-
Mov Cap-2 Maneuver	184	-	-	-	-	-
Stage 1	255	-	-	-	-	-
Stage 2	503	-	-	-	-	-

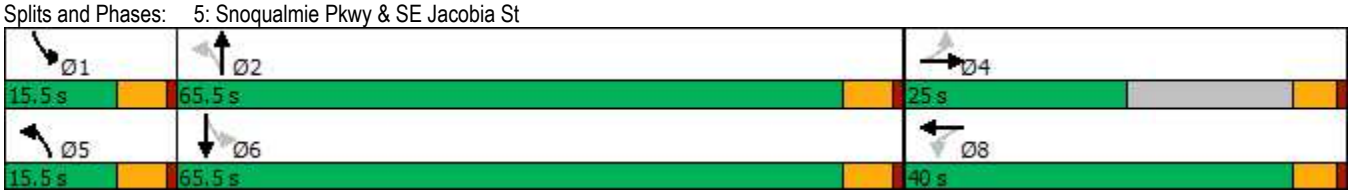
Approach	WB	NB	SB
HCM Control Delay, s	18.4	0	0.5
HCM LOS	C		

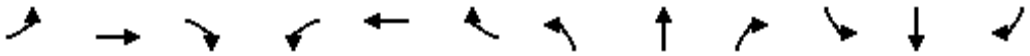
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	184	452	594	-
HCM Lane V/C Ratio	-	-	0.154	0.153	0.075	-
HCM Control Delay (s)	-	-	28.1	14.4	11.5	-
HCM Lane LOS	-	-	D	B	B	-
HCM 95th %tile Q(veh)	-	-	0.5	0.5	0.2	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	8	63	30	1	45	108	927	84	67	725	18
Future Volume (vph)	18	8	63	30	1	45	108	927	84	67	725	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		0	150		0	250		0	250		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		653			474			718			617	
Travel Time (s)		17.8			12.9			12.2			10.5	
Confl. Peds. (#/hr)	2		2	2		2	1					1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%	0%	2%	0%	2%	3%	0%
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	15.0		5.0	16.0	
Minimum Split (s)	34.0	34.0		34.0	34.0		10.5	22.5		10.5	22.5	
Total Split (s)	25.0	25.0		40.0	40.0		15.5	65.5		15.5	65.5	
Total Split (%)	20.7%	20.7%		33.1%	33.1%		12.8%	54.1%		12.8%	54.1%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.5	5.5		5.5	5.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	

Intersection Summary	
Area Type:	Other
Cycle Length: 121	
Actuated Cycle Length: 60.9	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 5: Snoqualmie Pkwy & SE Jacobia St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	8	63	30	1	45	108	927	84	67	725	18
Future Volume (veh/h)	18	8	63	30	1	45	108	927	84	67	725	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	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	1900	1900	1870	1900	1900	1900	1900	1870	1900	1870	1856	1900
Adj Flow Rate, veh/h	19	9	67	32	1	48	115	986	89	71	771	19
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	2	0	0	0	0	2	0	2	3	0
Cap, veh/h	263	22	167	240	4	183	526	1666	150	408	1719	42
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.08	0.51	0.51	0.06	0.49	0.49
Sat Flow, veh/h	1372	193	1439	1339	33	1574	1810	3296	297	1781	3516	87
Grp Volume(v), veh/h	19	0	76	32	0	49	115	531	544	71	386	404
Grp Sat Flow(s),veh/h/ln	1372	0	1632	1339	0	1607	1810	1777	1816	1781	1763	1840
Q Serve(g_s), s	0.6	0.0	2.2	1.1	0.0	1.4	1.5	10.7	10.7	0.9	7.3	7.3
Cycle Q Clear(g_c), s	2.1	0.0	2.2	3.3	0.0	1.4	1.5	10.7	10.7	0.9	7.3	7.3
Prop In Lane	1.00		0.88	1.00		0.98	1.00		0.16	1.00		0.05
Lane Grp Cap(c), veh/h	263	0	190	240	0	187	526	898	918	408	862	899
V/C Ratio(X)	0.07	0.00	0.40	0.13	0.00	0.26	0.22	0.59	0.59	0.17	0.45	0.45
Avail Cap(c_a), veh/h	646	0	645	1010	0	1111	740	2105	2152	648	2088	2180
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.3	0.0	20.7	22.3	0.0	20.4	5.7	8.8	8.8	6.4	8.5	8.5
Incr Delay (d2), s/veh	0.1	0.0	1.4	0.2	0.0	0.7	0.1	0.9	0.9	0.1	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.9	0.4	0.0	0.5	0.3	3.0	3.0	0.2	2.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.5	0.0	22.1	22.5	0.0	21.1	5.8	9.7	9.7	6.5	9.0	9.0
LnGrp LOS	C	A	C	C	A	C	A	A	A	A	A	A
Approach Vol, veh/h		95			81			1190			861	
Approach Delay, s/veh		22.0			21.7			9.3			8.8	
Approach LOS		C			C			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	31.1		10.9	9.5	30.3		10.9				
Change Period (Y+Rc), s	5.5	5.5		5.0	5.5	5.5		5.0				
Max Green Setting (Gmax), s	10.0	60.0		20.0	10.0	60.0		35.0				
Max Q Clear Time (g_c+I1), s	2.9	12.7		4.2	3.5	9.3		5.3				
Green Ext Time (p_c), s	0.0	12.9		0.4	0.1	8.2		0.4				

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

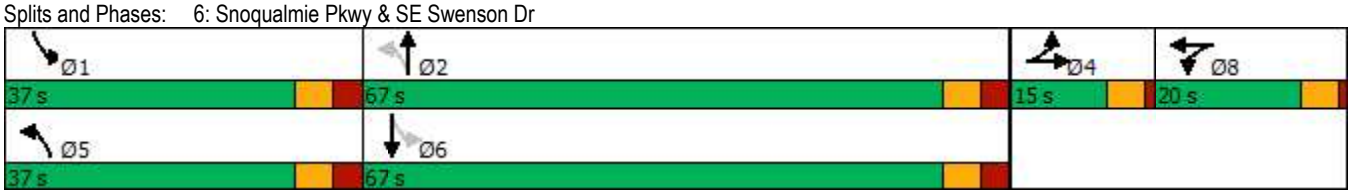
Notes

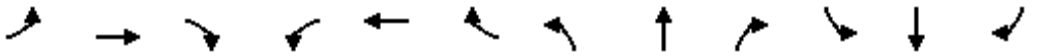
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	15	26	19	10	60	33	823	39	88	813	82
Future Volume (vph)	85	15	26	19	10	60	33	823	39	88	813	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	275		0	300		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			No
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		456			320			2254			367	
Travel Time (s)		10.4			7.3			38.4			6.3	
Confl. Peds. (#/hr)			2			9	2					2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%	0%	3%	0%	0%	3%	2%
Shared Lane Traffic (%)												
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases							2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		10.0	10.0		5.0	12.0		5.0	12.0	
Minimum Split (s)	38.0	38.0		38.0	38.0		12.0	28.0		12.0	28.0	
Total Split (s)	15.0	15.0		20.0	20.0		37.0	67.0		37.0	67.0	
Total Split (%)	10.8%	10.8%		14.4%	14.4%		26.6%	48.2%		26.6%	48.2%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		7.0	7.0		7.0	7.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	

Intersection Summary	
Area Type:	Other
Cycle Length: 139	
Actuated Cycle Length: 80.1	
Natural Cycle: 130	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 6: Snoqualmie Pkwy & SE Swenson Dr





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	15	26	19	10	60	33	823	39	88	813	82
Future Volume (veh/h)	85	15	26	19	10	60	33	823	39	88	813	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1900	1900	1900	1900	1900	1856	1900	1900	1856	1870
Adj Flow Rate, veh/h	91	16	28	20	11	65	35	885	42	95	874	88
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	0	0	0	0	0	0	3	0	0	3	2
Cap, veh/h	163	57	99	258	34	198	232	1008	48	272	1048	105
Arrive On Green	0.09	0.09	0.09	0.14	0.14	0.14	0.04	0.29	0.29	0.07	0.32	0.32
Sat Flow, veh/h	1781	617	1080	1810	235	1388	1810	3426	163	1810	3233	326
Grp Volume(v), veh/h	91	0	44	20	0	76	35	455	472	95	477	485
Grp Sat Flow(s),veh/h/ln	1781	0	1698	1810	0	1623	1810	1763	1826	1810	1763	1796
Q Serve(g_s), s	2.9	0.0	1.4	0.6	0.0	2.5	0.8	14.6	14.6	2.1	14.8	14.8
Cycle Q Clear(g_c), s	2.9	0.0	1.4	0.6	0.0	2.5	0.8	14.6	14.6	2.1	14.8	14.8
Prop In Lane	1.00		0.64	1.00		0.86	1.00		0.09	1.00		0.18
Lane Grp Cap(c), veh/h	163	0	155	258	0	232	232	519	537	272	571	582
V/C Ratio(X)	0.56	0.00	0.28	0.08	0.00	0.33	0.15	0.88	0.88	0.35	0.83	0.83
Avail Cap(c_a), veh/h	300	0	286	458	0	411	1081	1784	1848	1067	1784	1817
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.8	0.0	25.1	22.0	0.0	22.9	15.1	19.9	19.9	14.9	18.6	18.6
Incr Delay (d2), s/veh	1.1	0.0	0.4	0.0	0.0	0.3	0.1	1.9	1.9	0.3	1.2	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(50%),veh/ln	1.2	0.0	0.6	0.2	0.0	0.9	0.3	5.4	5.6	0.7	5.3	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.9	0.0	25.5	22.1	0.0	23.2	15.2	21.8	21.8	15.2	19.8	19.8
LnGrp LOS	C	A	C	C	A	C	B	C	C	B	B	B
Approach Vol, veh/h		135			96			962			1057	
Approach Delay, s/veh		26.4			22.9			21.6			19.4	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.0	24.4		10.4	9.2	26.2		13.5				
Change Period (Y+Rc), s	7.0	7.0		5.0	7.0	7.0		5.0				
Max Green Setting (Gmax), s	30.0	60.0		10.0	30.0	60.0		15.0				
Max Q Clear Time (g_c+I1), s	4.1	16.6		4.9	2.8	16.8		4.5				
Green Ext Time (p_c), s	0.0	0.8		0.0	0.0	0.8		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	20.9
HCM 6th LOS	C

Notes

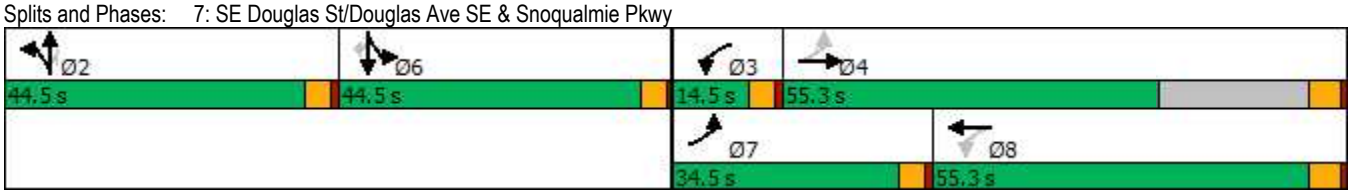
User approved pedestrian interval to be less than phase max green.

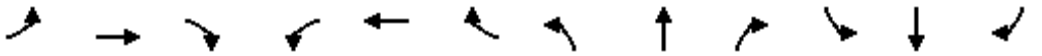
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	302	604	127	48	583	62	242	55	79	75	22	131
Future Volume (vph)	302	604	127	48	583	62	242	55	79	75	22	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	175		0	0		150	0		100
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		1285			1065			585			583	
Travel Time (s)		21.9			18.2			16.0			15.9	
Confl. Peds. (#/hr)	5					5						3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	2%	2%	0%	3%	0%	2%	0%	0%	5%	0%	2%
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases	4			8					2			6
Detector Phase	7	4		3	8		2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	35.3		9.5	30.3		36.5	36.5	36.5	36.5	36.5	36.5
Total Split (s)	34.5	55.3		14.5	55.3		44.5	44.5	44.5	44.5	44.5	44.5
Total Split (%)	19.3%	30.9%		8.1%	30.9%		24.9%	24.9%	24.9%	24.9%	24.9%	24.9%
Yellow Time (s)	3.5	4.3		3.5	4.3		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	5.3		4.5	5.3			4.5	4.5		4.5	4.5
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	Min		None	Min		None	None	None	None	None	None

Intersection Summary

Area Type: Other
Cycle Length: 178.8
Actuated Cycle Length: 116.4
Natural Cycle: 120
Control Type: Actuated-Uncoordinated

Splits and Phases: 7: SE Douglas St/Douglas Ave SE & Snoqualmie Pkwy





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	302	604	127	48	583	62	242	55	79	75	22	131
Future Volume (veh/h)	302	604	127	48	583	62	242	55	79	75	22	131
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	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	1885	1870	1870	1900	1856	1900	1870	1900	1900	1826	1900	1870
Adj Flow Rate, veh/h	311	623	131	49	601	64	249	57	21	77	23	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	2	2	0	3	0	2	0	0	5	0	2
Cap, veh/h	465	1146	240	342	913	97	319	73	346	124	37	139
Arrive On Green	0.15	0.39	0.39	0.04	0.28	0.28	0.21	0.21	0.21	0.09	0.09	0.00
Sat Flow, veh/h	1795	2920	613	1810	3212	341	1486	340	1610	1409	421	1585
Grp Volume(v), veh/h	311	379	375	49	329	336	306	0	21	100	0	0
Grp Sat Flow(s),veh/h/ln	1795	1777	1755	1810	1763	1791	1826	0	1610	1830	0	1585
Q Serve(g_s), s	8.1	11.8	11.9	1.3	11.8	11.9	11.4	0.0	0.7	3.8	0.0	0.0
Cycle Q Clear(g_c), s	8.1	11.8	11.9	1.3	11.8	11.9	11.4	0.0	0.7	3.8	0.0	0.0
Prop In Lane	1.00		0.35	1.00		0.19	0.81		1.00	0.77		1.00
Lane Grp Cap(c), veh/h	465	697	689	342	501	509	392	0	346	160	0	139
V/C Ratio(X)	0.67	0.54	0.54	0.14	0.66	0.66	0.78	0.00	0.06	0.62	0.00	0.00
Avail Cap(c_a), veh/h	942	1236	1221	515	1227	1246	1016	0	896	1018	0	882
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	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	14.7	16.9	16.9	16.8	22.6	22.7	26.6	0.0	22.4	31.6	0.0	0.0
Incr Delay (d2), s/veh	1.7	0.9	1.0	0.2	2.1	2.1	3.4	0.0	0.1	3.9	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(50%),veh/ln	3.0	4.4	4.4	0.5	4.7	4.8	5.2	0.0	0.3	1.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.4	17.8	17.8	17.0	24.7	24.7	30.0	0.0	22.5	35.6	0.0	0.0
LnGrp LOS	B	B	B	B	C	C	C	A	C	D	A	A
Approach Vol, veh/h		1065			714			327			100	
Approach Delay, s/veh		17.4			24.2			29.5			35.6	
Approach LOS		B			C			C			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	19.9	7.6	33.5	10.8	15.4	25.7
Change Period (Y+Rc), s	4.5	4.5	5.3	4.5	4.5	5.3
Max Green Setting (Gmax), s	40.0	10.0	50.0	40.0	30.0	50.0
Max Q Clear Time (g_c+I1), s	13.4	3.3	13.9	5.8	10.1	13.9
Green Ext Time (p_c), s	2.1	0.0	7.5	0.6	0.8	6.3

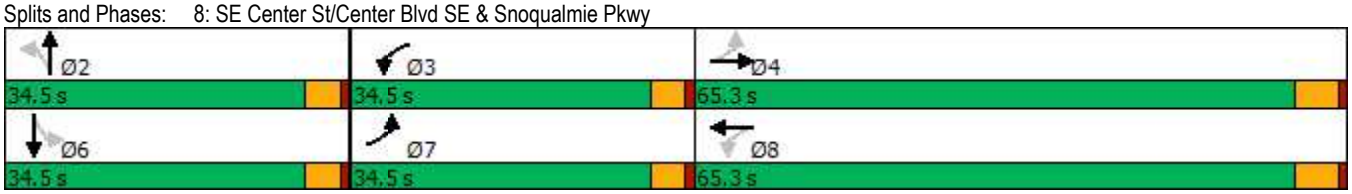
Intersection Summary	
HCM 6th Ctrl Delay	22.2
HCM 6th LOS	C

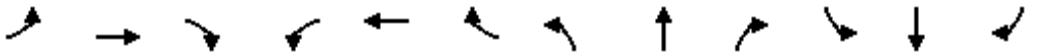
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	216	543	41	106	480	72	93	40	110	92	47	123
Future Volume (vph)	216	543	41	106	480	72	93	40	110	92	47	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	275		0	275		0	150		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		1065			1064			511			626	
Travel Time (s)		18.2			18.1			13.9			17.1	
Confl. Peds. (#/hr)	1					1	7		3	3		7
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	3%	2%	0%	3%	0%	0%	0%	1%	0%	0%	0%
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	34.3		9.5	34.3		36.5	36.5		36.5	36.5	
Total Split (s)	34.5	65.3		34.5	65.3		34.5	34.5		34.5	34.5	
Total Split (%)	25.7%	48.6%		25.7%	48.6%		25.7%	25.7%		25.7%	25.7%	
Yellow Time (s)	3.5	4.3		3.5	4.3		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	5.3		4.5	5.3		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	Min		None	Min		None	None		None	None	

Intersection Summary

Area Type: Other
Cycle Length: 134.3
Actuated Cycle Length: 58.8
Natural Cycle: 85
Control Type: Actuated-Uncoordinated

Splits and Phases: 8: SE Center St/Center Blvd SE & Snoqualmie Pkwy





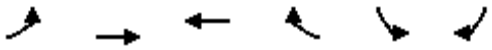
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	216	543	41	106	480	72	93	40	110	92	47	123
Future Volume (veh/h)	216	543	41	106	480	72	93	40	110	92	47	123
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	0.99		0.99
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	1900	1856	1870	1900	1856	1900	1900	1900	1885	1900	1900	1900
Adj Flow Rate, veh/h	225	566	43	110	500	75	97	42	115	96	49	128
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	3	2	0	3	0	0	0	1	0	0	0
Cap, veh/h	532	1197	91	483	965	144	363	117	321	380	121	317
Arrive On Green	0.13	0.36	0.36	0.08	0.31	0.31	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1810	3321	252	1810	3075	459	1220	446	1222	1242	463	1208
Grp Volume(v), veh/h	225	300	309	110	286	289	97	0	157	96	0	177
Grp Sat Flow(s),veh/h/ln	1810	1763	1810	1810	1763	1772	1220	0	1668	1242	0	1671
Q Serve(g_s), s	3.8	6.3	6.3	1.9	6.4	6.4	3.4	0.0	3.7	3.3	0.0	4.2
Cycle Q Clear(g_c), s	3.8	6.3	6.3	1.9	6.4	6.4	7.6	0.0	3.7	7.0	0.0	4.2
Prop In Lane	1.00		0.14	1.00		0.26	1.00		0.73	1.00		0.72
Lane Grp Cap(c), veh/h	532	636	652	483	553	556	363	0	438	380	0	438
V/C Ratio(X)	0.42	0.47	0.47	0.23	0.52	0.52	0.27	0.00	0.36	0.25	0.00	0.40
Avail Cap(c_a), veh/h	1430	2198	2256	1466	2198	2209	804	0	1040	829	0	1042
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	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.2	11.9	11.9	9.6	13.5	13.5	17.8	0.0	14.5	17.3	0.0	14.6
Incr Delay (d2), s/veh	0.5	0.8	0.8	0.2	1.1	1.1	0.4	0.0	0.5	0.3	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	2.0	2.1	0.6	2.1	2.2	0.9	0.0	1.3	0.9	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.7	12.6	12.6	9.9	14.6	14.6	18.2	0.0	15.0	17.6	0.0	15.2
LnGrp LOS	A	B	B	A	B	B	B	A	B	B	A	B
Approach Vol, veh/h		834			685			254			273	
Approach Delay, s/veh		11.8			13.8			16.2			16.1	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	17.1	8.4	22.7	17.1	10.6	20.4
Change Period (Y+Rc), s	4.5	4.5	5.3	4.5	4.5	5.3
Max Green Setting (Gmax), s	30.0	30.0	60.0	30.0	30.0	60.0
Max Q Clear Time (g_c+I1), s	9.6	3.9	8.3	9.0	5.8	8.4
Green Ext Time (p_c), s	1.3	0.3	5.9	1.4	0.6	5.5

Intersection Summary	
HCM 6th Ctrl Delay	13.6
HCM 6th LOS	B

Notes

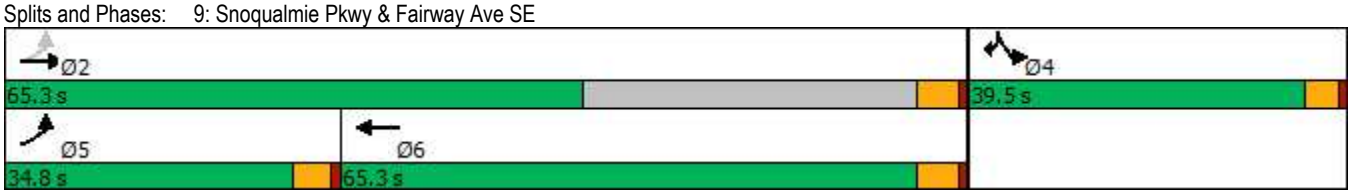
User approved pedestrian interval to be less than phase max green.

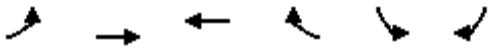


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	199	534	584	121	103	111
Future Volume (vph)	199	534	584	121	103	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	325			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Right Turn on Red				Yes		Yes
Link Speed (mph)		40	40		25	
Link Distance (ft)		1064	278		478	
Travel Time (s)		18.1	4.7		13.0	
Confl. Peds. (#/hr)	5			5	1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	4%	3%	3%	2%	0%
Shared Lane Traffic (%)						
Turn Type	pm+pt	NA	NA		Prot	Prot
Protected Phases	5	2	6		4	4
Permitted Phases	2					
Detector Phase	5	2	6		4	4
Switch Phase						
Minimum Initial (s)	5.0	12.0	12.0		5.0	5.0
Minimum Split (s)	9.8	23.3	26.3		36.5	36.5
Total Split (s)	34.8	65.3	65.3		39.5	39.5
Total Split (%)	24.9%	46.8%	46.8%		28.3%	28.3%
Yellow Time (s)	3.8	4.3	4.3		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.8	5.3	5.3		4.5	4.5
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	None	None		None	None

Intersection Summary	
Area Type:	Other
Cycle Length: 139.6	
Actuated Cycle Length: 62.4	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 9: Snoqualmie Pkwy & Fairway Ave SE





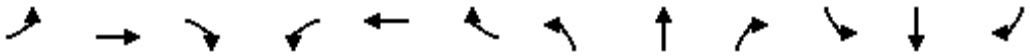
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	199	534	584	121	103	111
Future Volume (veh/h)	199	534	584	121	103	111
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.99	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1885	1841	1856	1856	1870	1900
Adj Flow Rate, veh/h	214	574	628	130	111	-5
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	4	3	3	2	0
Cap, veh/h	568	2220	1095	226	162	147
Arrive On Green	0.12	0.63	0.38	0.38	0.09	0.00
Sat Flow, veh/h	1795	3589	2998	600	1781	1610
Grp Volume(v), veh/h	214	574	381	377	111	-5
Grp Sat Flow(s),veh/h/ln	1795	1749	1763	1743	1781	1610
Q Serve(g_s), s	2.1	2.6	6.1	6.2	2.2	0.0
Cycle Q Clear(g_c), s	2.1	2.6	6.1	6.2	2.2	0.0
Prop In Lane	1.00			0.34	1.00	1.00
Lane Grp Cap(c), veh/h	568	2220	665	657	162	147
V/C Ratio(X)	0.38	0.26	0.57	0.57	0.68	-0.03
Avail Cap(c_a), veh/h	1855	5873	2960	2927	1745	1577
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	5.3	2.9	8.8	8.8	15.7	0.0
Incr Delay (d2), s/veh	0.4	0.1	0.8	0.8	5.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.1	1.5	1.5	1.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.7	2.9	9.6	9.6	20.8	0.0
LnGrp LOS	A	A	A	A	C	A
Approach Vol, veh/h		788	758		106	
Approach Delay, s/veh		3.7	9.6		21.7	
Approach LOS		A	A		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		28.0		7.8	9.2	18.8
Change Period (Y+Rc), s		5.3		4.5	* 4.8	5.3
Max Green Setting (Gmax), s		60.0		35.0	* 30	60.0
Max Q Clear Time (g_c+I1), s		4.6		4.2	4.1	8.2
Green Ext Time (p_c), s		4.1		0.3	0.6	5.1

Intersection Summary	
HCM 6th Ctrl Delay	7.6
HCM 6th LOS	A

Notes

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	566	29	12	660	14	15	1	15	14	1	30
Future Volume (vph)	50	566	29	12	660	14	15	1	15	14	1	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			10%			10%	
Storage Length (ft)	150		0	150		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		458			1686			518			363	
Travel Time (s)		7.8			28.7			14.1			9.9	
Confl. Peds. (#/hr)	8		8	8		8	8		8	8		8
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	3%	0%	0%	3%	7%	0%	0%	0%	0%	0%	7%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	566	29	12	660	14	15	1	15	14	1	30
Future Vol, veh/h	50	566	29	12	660	14	15	1	15	14	1	30
Conflicting Peds, #/hr	8	0	8	8	0	8	8	0	8	8	0	8
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	10	-	-	10	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	3	0	0	3	7	0	0	0	0	0	7
Mvmt Flow	57	643	33	14	750	16	17	1	17	16	1	34

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	774	0	0	684	0	0	1194	1584	354	1238	1592	399
Stage 1	-	-	-	-	-	-	782	782	-	794	794	-
Stage 2	-	-	-	-	-	-	412	802	-	444	798	-
Critical Hdwy	4.1	-	-	4.1	-	-	9.5	8.5	7.9	9.5	8.5	8.04
Critical Hdwy Stg 1	-	-	-	-	-	-	8.5	7.5	-	8.5	7.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	8.5	7.5	-	8.5	7.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.37
Pot Cap-1 Maneuver	851	-	-	919	-	-	74	45	587	67	45	525
Stage 1	-	-	-	-	-	-	232	264	-	226	259	-
Stage 2	-	-	-	-	-	-	472	256	-	444	257	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	845	-	-	912	-	-	62	41	578	59	41	517
Mov Cap-2 Maneuver	-	-	-	-	-	-	62	41	-	59	41	-
Stage 1	-	-	-	-	-	-	215	244	-	209	253	-
Stage 2	-	-	-	-	-	-	429	250	-	397	238	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.2	55	44.4
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	106	845	-	-	912	-	-	141
HCM Lane V/C Ratio	0.332	0.067	-	-	0.015	-	-	0.363
HCM Control Delay (s)	55	9.6	-	-	9	-	-	44.4
HCM Lane LOS	F	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	1.3	0.2	-	-	0	-	-	1.5

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	589	29	27	677	8	20
Future Volume (vph)	589	29	27	677	8	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	225		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	40			40	25	
Link Distance (ft)	1686			1131	557	
Travel Time (s)	28.7			19.3	15.2	
Confl. Peds. (#/hr)		1	1		1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	0%	4%	3%	0%	5%
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

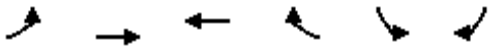
Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	589	29	27	677	8	20
Future Vol, veh/h	589	29	27	677	8	20
Conflicting Peds, #/hr	0	1	1	0	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	225	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	6	0	4	3	0	5
Mvmt Flow	640	32	29	736	9	22

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	673	0	1084	338
Stage 1	-	-	-	-	657	-
Stage 2	-	-	-	-	427	-
Critical Hdwy	-	-	4.18	-	6.8	7
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.24	-	3.5	3.35
Pot Cap-1 Maneuver	-	-	900	-	215	649
Stage 1	-	-	-	-	483	-
Stage 2	-	-	-	-	632	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	899	-	208	648
Mov Cap-2 Maneuver	-	-	-	-	208	-
Stage 1	-	-	-	-	483	-
Stage 2	-	-	-	-	611	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	14.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	404	-	-	899	-
HCM Lane V/C Ratio	0.075	-	-	0.033	-
HCM Control Delay (s)	14.6	-	-	9.1	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	5	607	708	7	7	5
Future Volume (vph)	5	607	708	7	7	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		40	40		25	
Link Distance (ft)		679	1187		393	
Travel Time (s)		11.6	20.2		10.7	
Confl. Peds. (#/hr)	1			1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	6%	4%	0%	0%	0%
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	607	708	7	7	5
Future Vol, veh/h	5	607	708	7	7	5
Conflicting Peds, #/hr	1	0	0	1	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	6	4	0	0	0
Mvmt Flow	5	660	770	8	8	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	779	0	-	0	1116	391
Stage 1	-	-	-	-	775	-
Stage 2	-	-	-	-	341	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	847	-	-	-	205	614
Stage 1	-	-	-	-	420	-
Stage 2	-	-	-	-	698	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	846	-	-	-	203	613
Mov Cap-2 Maneuver	-	-	-	-	203	-
Stage 1	-	-	-	-	417	-
Stage 2	-	-	-	-	697	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	18.4
HCM LOS			C

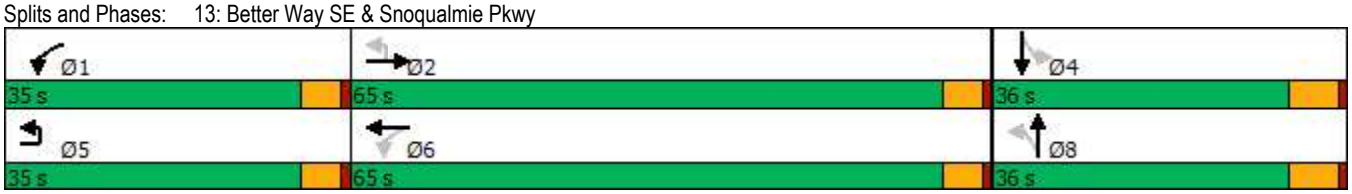
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	846	-	-	-	281
HCM Lane V/C Ratio	0.006	-	-	-	0.046
HCM Control Delay (s)	9.3	-	-	-	18.4
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	567	46	23	670	0	52	0	24	0	0
Future Volume (vph)	0	0	567	46	23	670	0	52	0	24	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0	200		0	0		0	0	
Storage Lanes		1		0	1		0	0		0	0	
Taper Length (ft)		25			25			25			25	
Right Turn on Red				Yes			Yes			Yes		
Link Speed (mph)			40			40			25			25
Link Distance (ft)			1187			833			535			291
Travel Time (s)			20.2			14.2			14.6			7.9
Confl. Peds. (#/hr)				4	4			3				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	7%	0%	0%	4%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Turn Type	pm+pt		NA		pm+pt	NA		Perm	NA			
Protected Phases	5		2		1	6			8			4
Permitted Phases	2				6			8			4	
Detector Phase	5		2		1	6		8	8		4	4
Switch Phase												
Minimum Initial (s)	5.0		15.0		5.0	14.0		5.0	5.0		30.0	30.0
Minimum Split (s)	10.0		20.0		10.0	29.0		36.0	36.0		36.0	36.0
Total Split (s)	35.0		65.0		35.0	65.0		36.0	36.0		36.0	36.0
Total Split (%)	25.7%		47.8%		25.7%	47.8%		26.5%	26.5%		26.5%	26.5%
Yellow Time (s)	4.0		4.0		4.0	4.0		5.0	5.0		5.0	5.0
All-Red Time (s)	1.0		1.0		1.0	1.0		1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0			0.0			0.0
Total Lost Time (s)	5.0		5.0		5.0	5.0			6.0			6.0
Lead/Lag	Lead		Lag		Lead	Lag						
Lead-Lag Optimize?	Yes		Yes		Yes	Yes						
Recall Mode	Min		Min		None	None		None	None		None	None

Intersection Summary

Area Type: Other
Cycle Length: 136
Actuated Cycle Length: 47.4
Natural Cycle: 75
Control Type: Actuated-Uncoordinated

Splits and Phases: 13: Better Way SE & Snoqualmie Pkwy



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Right Turn on Red	Yes
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	3
Peak Hour Factor	0.95
Heavy Vehicles (%)	0%
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	

Intersection Summary

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	0	0	567	46	23	670	0	52	0	24	0	0
Future Volume (veh/h)	0	0	567	46	23	670	0	52	0	24	0	0
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00	0.99		0.99	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
Work Zone On Approach			No			No			No			No
Adj Sat Flow, veh/h/ln		0	1796	1900	1900	1841	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h		0	597	48	24	705	0	55	0	25	0	0
Peak Hour Factor		0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %		0	7	0	0	4	0	0	0	0	0	0
Cap, veh/h		0	1364	110	328	2093	0	263	0	41	0	168
Arrive On Green		0.00	0.43	0.43	0.03	0.60	0.00	0.09	0.00	0.09	0.00	0.00
Sat Flow, veh/h		0	3288	257	1810	3589	0	1015	0	461	0	1900
Grp Volume(v), veh/h		0	318	327	24	705	0	80	0	0	0	0
Grp Sat Flow(s),veh/h/ln		0	1706	1749	1810	1749	0	1476	0	0	0	1900
Q Serve(g_s), s		0.0	4.6	4.6	0.2	3.6	0.0	1.8	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s		0.0	4.6	4.6	0.2	3.6	0.0	1.8	0.0	0.0	0.0	0.0
Prop In Lane		0.00		0.15	1.00		0.00	0.69		0.31	0.00	
Lane Grp Cap(c), veh/h		0	728	746	328	2093	0	304	0	0	0	168
V/C Ratio(X)		0.00	0.44	0.44	0.07	0.34	0.00	0.26	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h		0	2912	2984	1818	5968	0	1432	0	0	0	1621
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
Upstream Filter(I)		0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh		0.0	7.1	7.1	7.2	3.5	0.0	15.4	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh		0.0	0.4	0.4	0.1	0.1	0.0	0.5	0.0	0.0	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
%ile BackOfQ(50%),veh/ln		0.0	1.0	1.0	0.0	0.3	0.0	0.6	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		0.0	7.5	7.5	7.3	3.6	0.0	15.9	0.0	0.0	0.0	0.0
LnGrp LOS		A	A	A	A	A	A	B	A	A	A	A
Approach Vol, veh/h			645			729			80			0
Approach Delay, s/veh			7.5			3.8			15.9			0.0
Approach LOS			A			A			B			

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	6.0	20.0		9.1		26.0		9.1				
Change Period (Y+Rc), s	5.0	5.0		6.0		5.0		6.0				
Max Green Setting (Gmax), s	30.0	60.0		30.0		60.0		30.0				
Max Q Clear Time (g_c+I1), s	2.2	6.6		0.0		5.6		3.8				
Green Ext Time (p_c), s	0.0	4.1		0.0		5.3		0.4				

Intersection Summary	
HCM 6th Ctrl Delay	6.1
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	0
Peak Hour Factor	0.95
Percent Heavy Veh, %	0
Cap, veh/h	0
Arrive On Green	0.00
Sat Flow, veh/h	0
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.00
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	A
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	524	0	1	644	0	1
Future Volume (vph)	524	0	1	644	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	150		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	40			40	25	
Link Distance (ft)	646			700	301	
Travel Time (s)	11.0			11.9	8.2	
Confl. Peds. (#/hr)		1	1		1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	0%	0%	3%	0%	0%
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	524	0	1	644	0	1
Future Vol, veh/h	524	0	1	644	0	1
Conflicting Peds, #/hr	0	1	1	0	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	0	0	3	0	0
Mvmt Flow	570	0	1	700	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	571	0	924	287
Stage 1	-	-	-	-	571	-
Stage 2	-	-	-	-	353	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1012	-	272	716
Stage 1	-	-	-	-	534	-
Stage 2	-	-	-	-	688	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1011	-	271	715
Mov Cap-2 Maneuver	-	-	-	-	271	-
Stage 1	-	-	-	-	533	-
Stage 2	-	-	-	-	687	-

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

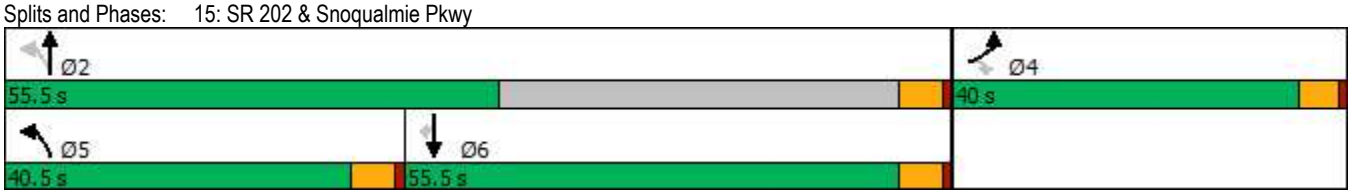
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	715	-	-	1011	-
HCM Lane V/C Ratio	0.002	-	-	0.001	-
HCM Control Delay (s)	10	-	-	8.6	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

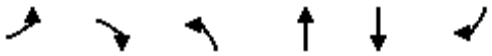
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	234	289	309	246	292	372
Future Volume (vph)	234	289	309	246	292	372
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	300			300
Storage Lanes	1	1	1			1
Taper Length (ft)	25		25			
Right Turn on Red		Yes				Yes
Link Speed (mph)	40			45	45	
Link Distance (ft)	700			1127	949	
Travel Time (s)	11.9			17.1	14.4	
Confl. Peds. (#/hr)		1	1			1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	5%	2%	2%	2%	6%	4%
Shared Lane Traffic (%)						
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	7.0	7.0	5.0	7.0	7.0	7.0
Minimum Split (s)	29.0	29.0	10.5	12.5	35.5	35.5
Total Split (s)	40.0	40.0	40.5	55.5	55.5	55.5
Total Split (%)	29.4%	29.4%	29.8%	40.8%	40.8%	40.8%
Yellow Time (s)	4.0	4.0	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.5	5.5	5.5	5.5
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min

Intersection Summary

Area Type: Other
Cycle Length: 136
Actuated Cycle Length: 76.6
Natural Cycle: 75
Control Type: Actuated-Uncoordinated

Splits and Phases: 15: SR 202 & Snoqualmie Pkwy

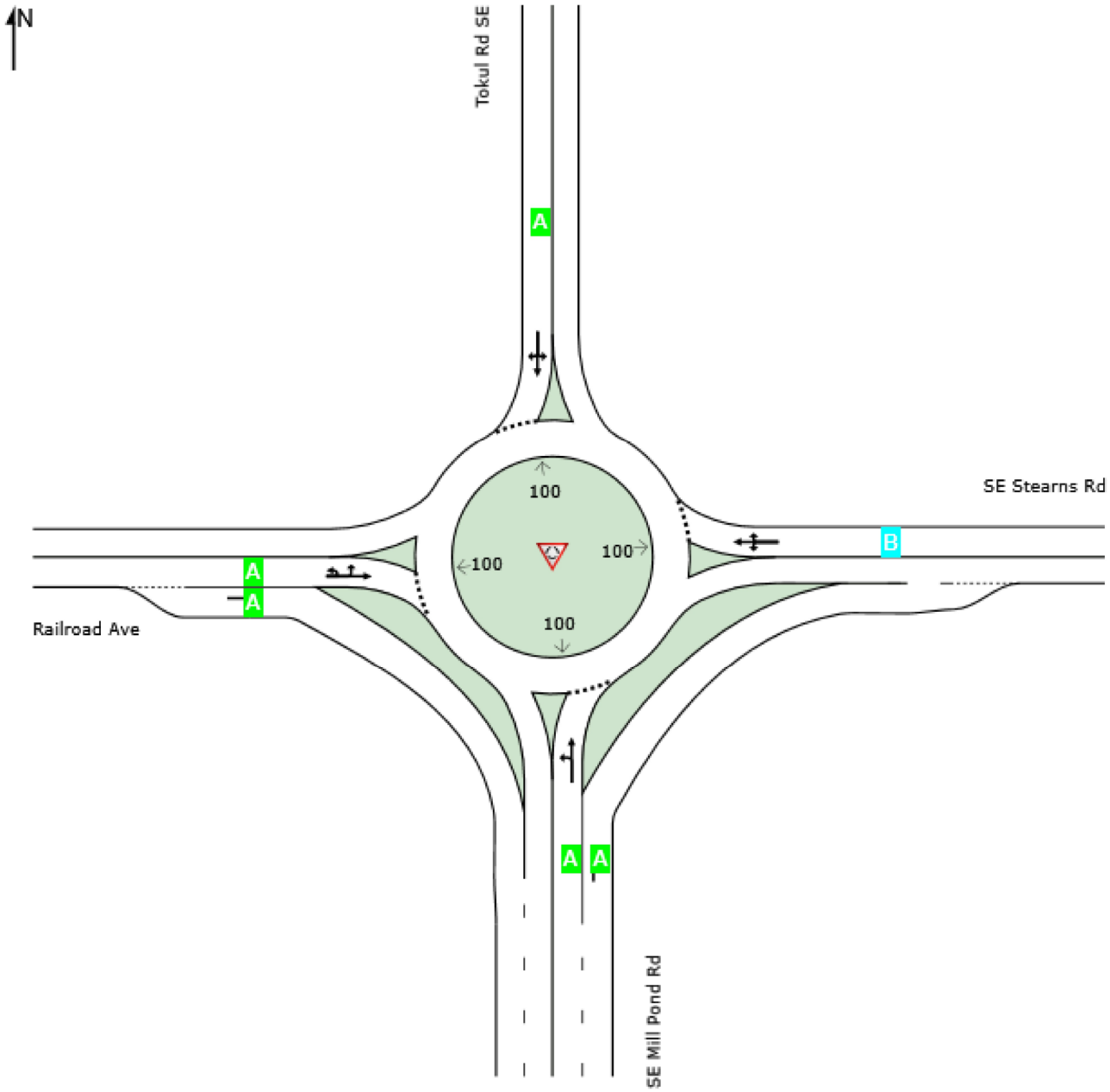




Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	234	289	309	246	292	372
Future Volume (veh/h)	234	289	309	246	292	372
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1870	1870	1870	1811	1841
Adj Flow Rate, veh/h	257	0	340	270	321	60
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	5	2	2	2	6	4
Cap, veh/h	336	306	591	1060	462	397
Arrive On Green	0.19	0.00	0.19	0.57	0.25	0.25
Sat Flow, veh/h	1739	1585	1781	1870	1811	1557
Grp Volume(v), veh/h	257	0	340	270	321	60
Grp Sat Flow(s),veh/h/ln	1739	1585	1781	1870	1811	1557
Q Serve(g_s), s	6.1	0.0	5.3	3.2	7.0	1.3
Cycle Q Clear(g_c), s	6.1	0.0	5.3	3.2	7.0	1.3
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	336	306	591	1060	462	397
V/C Ratio(X)	0.76	0.00	0.58	0.25	0.70	0.15
Avail Cap(c_a), veh/h	1391	1268	1684	2137	2070	1779
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.7	0.0	8.5	4.8	14.8	12.6
Incr Delay (d2), s/veh	3.6	0.0	0.9	0.1	1.9	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	1.3	0.6	2.4	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.3	0.0	9.4	4.9	16.7	12.8
LnGrp LOS	C	A	A	A	B	B
Approach Vol, veh/h	257			610	381	
Approach Delay, s/veh	20.3			7.4	16.0	
Approach LOS	C			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		30.3		13.5	13.6	16.7
Change Period (Y+Rc), s		5.5		5.0	5.5	5.5
Max Green Setting (Gmax), s		50.0		35.0	35.0	50.0
Max Q Clear Time (g_c+I1), s		5.2		8.1	7.3	9.0
Green Ext Time (p_c), s		1.5		0.7	1.0	2.0

Intersection Summary		
HCM 6th Ctrl Delay		12.7
HCM 6th LOS		B



Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).

MOVEMENT SUMMARY

Site: 16 [2023 With Redevelopment Alternative 2 Planning Area 1 - PM Peak Hour (Site Folder: General)]

Snoqualmie Mill - Railroad Ave & Tokul Rd SE & SE Mill Pond Rd
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: SE Mill Pond Rd														
379	L2	386	2.8	454	2.8	0.299	8.8	LOS A	1.8	45.1	0.21	0.59	0.21	31.9
7	T1	25	4.0	29	4.0	0.299	4.1	LOS A	1.8	45.1	0.21	0.59	0.21	33.0
24	R2	46	20.5	54	20.5	0.039	3.9	LOS A	0.0	0.0	0.00	0.45	0.00	36.7
Approach		457	4.6	538	4.6	0.299	8.0	LOS A	1.8	45.1	0.19	0.57	0.19	32.4
East: SE Stearns Rd														
28	L2	154	6.6	181	6.6	0.288	12.4	LOS B	1.6	43.0	0.60	0.74	0.60	34.2
40	T1	78	11.4	92	11.4	0.288	6.7	LOS A	1.6	43.0	0.60	0.74	0.60	34.2
0	R2	3	0.0	4	0.0	0.288	6.2	LOS A	1.6	43.0	0.60	0.74	0.60	33.4
Approach		235	8.1	276	8.1	0.288	10.4	LOS B	1.6	43.0	0.60	0.74	0.60	34.2
North: Tokul Rd SE														
0	L2	1	0.0	1	0.0	0.052	13.2	LOS B	0.3	7.4	0.66	0.65	0.66	35.9
10	T1	22	4.5	26	4.5	0.052	7.5	LOS A	0.3	7.4	0.66	0.65	0.66	35.7
11	R2	13	7.7	15	7.7	0.052	7.8	LOS A	0.3	7.4	0.66	0.65	0.66	34.5
Approach		36	5.5	42	5.5	0.052	7.8	LOS A	0.3	7.4	0.66	0.65	0.66	35.2
West: Railroad Ave														
6	U	1	0.0	1	0.0	0.045	12.7	LOS B	0.2	6.0	0.34	0.46	0.34	37.6
62	L2	6	0.0	7	0.0	0.045	10.3	LOS B	0.2	6.0	0.34	0.46	0.34	36.7
77	T1	46	9.9	54	9.9	0.045	4.5	LOS A	0.2	6.0	0.34	0.46	0.34	36.3
372	R2	499	4.4	587	4.4	0.366	3.7	LOS A	0.0	0.0	0.00	0.45	0.00	37.0
Approach		552	4.8	649	4.8	0.366	3.9	LOS A	0.2	6.0	0.03	0.45	0.03	36.9
All Vehicles		1280	5.4	1506	5.4	0.366	6.7	LOS A	1.8	45.1	0.21	0.55	0.21	34.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	74	8	18	96	5	28
Future Volume (vph)	74	8	18	96	5	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45		35			35
Link Distance (ft)	458		1466			541
Travel Time (s)	6.9		28.6			10.5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	0%	0%	3%	0%	0%
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

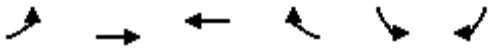
Intersection	
Int Delay, s/veh	3.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	74	8	18	96	5	28
Future Vol, veh/h	74	8	18	96	5	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	0	0	3	0	0
Mvmt Flow	77	8	19	100	5	29

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	108	69	0	0	119	0
Stage 1	69	-	-	-	-	-
Stage 2	39	-	-	-	-	-
Critical Hdwy	6.43	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	887	1000	-	-	1482	-
Stage 1	951	-	-	-	-	-
Stage 2	981	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	884	1000	-	-	1482	-
Mov Cap-2 Maneuver	884	-	-	-	-	-
Stage 1	951	-	-	-	-	-
Stage 2	978	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	1.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	894	1482	-
HCM Lane V/C Ratio	-	-	0.096	0.004	-
HCM Control Delay (s)	-	-	9.5	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	25	81	83	23	37	43
Future Volume (vph)	25	81	83	23	37	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		35	35		40	
Link Distance (ft)		502	1466		916	
Travel Time (s)		9.8	28.6		15.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	1%	0%	3%	0%
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	81	83	23	37	43
Future Vol, veh/h	25	81	83	23	37	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	1	1	0	3	0
Mvmt Flow	27	86	88	24	39	46

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	112	0	-	0	240	100
Stage 1	-	-	-	-	100	-
Stage 2	-	-	-	-	140	-
Critical Hdwy	4.1	-	-	-	6.43	6.2
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.2	-	-	-	3.527	3.3
Pot Cap-1 Maneuver	1490	-	-	-	746	961
Stage 1	-	-	-	-	921	-
Stage 2	-	-	-	-	884	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1490	-	-	-	732	961
Mov Cap-2 Maneuver	-	-	-	-	732	-
Stage 1	-	-	-	-	904	-
Stage 2	-	-	-	-	884	-

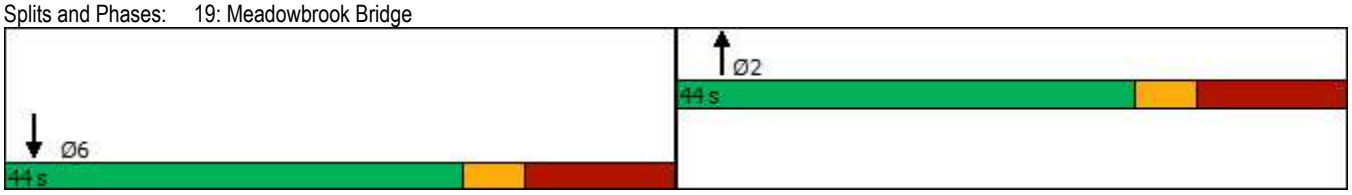
Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	9.8
HCM LOS			A

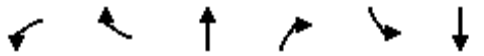
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1490	-	-	-	840
HCM Lane V/C Ratio	0.018	-	-	-	0.101
HCM Control Delay (s)	7.5	0	-	-	9.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	106	0	0	126
Future Volume (vph)	0	0	106	0	0	126
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Right Turn on Red		Yes		Yes		
Link Speed (mph)	30		30			30
Link Distance (ft)	150		304			249
Travel Time (s)	3.4		6.9			5.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Shared Lane Traffic (%)						
Turn Type			NA			NA
Protected Phases			2			6
Permitted Phases						
Detector Phase			2			6
Switch Phase						
Minimum Initial (s)			5.0			5.0
Minimum Split (s)			19.0			19.0
Total Split (s)			44.0			44.0
Total Split (%)			50.0%			50.0%
Yellow Time (s)			4.0			4.0
All-Red Time (s)			10.0			10.0
Lost Time Adjust (s)			0.0			0.0
Total Lost Time (s)			14.0			14.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode			None			None

Intersection Summary	
Area Type:	Other
Cycle Length: 88	
Actuated Cycle Length: 38.8	
Natural Cycle: 40	
Control Type: Actuated-Uncoordinated	

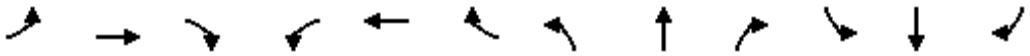
Splits and Phases: 19: Meadowbrook Bridge





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑			↑
Traffic Volume (vph)	0	0	106	0	0	126
Future Volume (vph)	0	0	106	0	0	126
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			14.0			14.0
Lane Util. Factor			1.00			1.00
Frt			1.00			1.00
Flt Protected			1.00			1.00
Satd. Flow (prot)			1881			1881
Flt Permitted			1.00			1.00
Satd. Flow (perm)			1881			1881
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	115	0	0	137
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	115	0	0	137
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Turn Type			NA			NA
Protected Phases			2			6
Permitted Phases						
Actuated Green, G (s)			5.4			5.8
Effective Green, g (s)			5.4			5.8
Actuated g/C Ratio			0.14			0.15
Clearance Time (s)			14.0			14.0
Vehicle Extension (s)			2.0			2.0
Lane Grp Cap (vph)			259			278
v/s Ratio Prot			c0.06			c0.07
v/s Ratio Perm						
v/c Ratio			0.44			0.49
Uniform Delay, d1			15.5			15.3
Progression Factor			1.00			1.00
Incremental Delay, d2			0.4			0.5
Delay (s)			16.0			15.9
Level of Service			B			B
Approach Delay (s)	0.0		16.0			15.9
Approach LOS	A		B			B

Intersection Summary			
HCM 2000 Control Delay	15.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	39.2	Sum of lost time (s)	28.0
Intersection Capacity Utilization	18.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	45	28	32	49	27	12	64	23	24	77	20
Future Volume (vph)	19	45	28	32	49	27	12	64	23	24	77	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		505			663			790			216	
Travel Time (s)		13.8			18.1			21.5			5.9	
Confl. Peds. (#/hr)	5		5	4		4	5		4	4		5
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	5%	4%	4%	0%	2%	0%	0%	2%	0%	0%	4%	0%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	45	28	32	49	27	12	64	23	24	77	20
Future Vol, veh/h	19	45	28	32	49	27	12	64	23	24	77	20
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	5	4	4	0	2	0	0	2	0	0	4	0
Mvmt Flow	23	54	33	38	58	32	14	76	27	29	92	24
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

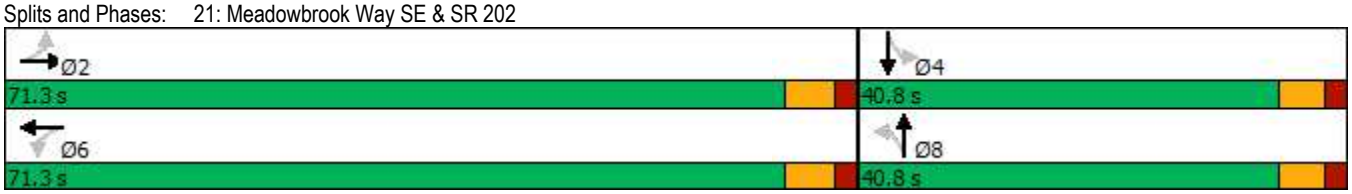
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.4	8.5	8.3	8.6
HCM LOS	A	A	A	A

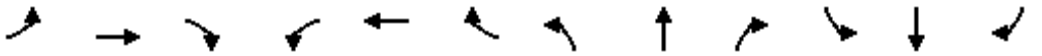
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	21%	30%	20%
Vol Thru, %	65%	49%	45%	64%
Vol Right, %	23%	30%	25%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	99	92	108	121
LT Vol	12	19	32	24
Through Vol	64	45	49	77
RT Vol	23	28	27	20
Lane Flow Rate	118	110	129	144
Geometry Grp	1	1	1	1
Degree of Util (X)	0.148	0.14	0.162	0.181
Departure Headway (Hd)	4.506	4.598	4.542	4.53
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	794	779	789	791
Service Time	2.539	2.632	2.575	2.562
HCM Lane V/C Ratio	0.149	0.141	0.163	0.182
HCM Control Delay	8.3	8.4	8.5	8.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.5	0.6	0.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	421	75	8	407	25	119	83	22	40	76	21
Future Volume (vph)	15	421	75	8	407	25	119	83	22	40	76	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	150		0	0		0	200		0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			40			35			25	
Link Distance (ft)		615			518			738			663	
Travel Time (s)		14.0			8.8			14.4			18.1	
Confl. Peds. (#/hr)							2			1		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	3%	3%	0%	4%	0%	2%	0%	9%	3%	0%	0%
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	33.3	33.3		30.3	30.3		32.8	32.8		32.8	32.8	
Total Split (s)	71.3	71.3		71.3	71.3		40.8	40.8		40.8	40.8	
Total Split (%)	63.6%	63.6%		63.6%	63.6%		36.4%	36.4%		36.4%	36.4%	
Yellow Time (s)	4.3	4.3		4.3	4.3		3.8	3.8		3.8	3.8	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	6.3	6.3		6.3	6.3			5.8		5.8	5.8	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	

Intersection Summary	
Area Type:	Other
Cycle Length: 112.1	
Actuated Cycle Length: 50.5	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 21: Meadowbrook Way SE & SR 202





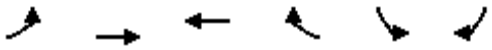
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	421	75	8	407	25	119	83	22	40	76	21
Future Volume (veh/h)	15	421	75	8	407	25	119	83	22	40	76	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1856	1900	1841	1900	1870	1900	1767	1856	1900	1900
Adj Flow Rate, veh/h	16	453	81	9	438	27	128	89	24	43	82	23
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	3	3	0	4	0	2	0	9	3	0	0
Cap, veh/h	416	662	118	364	742	46	306	167	36	525	348	98
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	942	1532	274	884	1716	106	650	685	148	1267	1427	400
Grp Volume(v), veh/h	16	0	534	9	0	465	241	0	0	43	0	105
Grp Sat Flow(s),veh/h/ln	942	0	1806	884	0	1822	1482	0	0	1267	0	1827
Q Serve(g_s), s	0.5	0.0	8.9	0.3	0.0	7.3	3.8	0.0	0.0	0.0	0.0	1.7
Cycle Q Clear(g_c), s	7.8	0.0	8.9	9.2	0.0	7.3	5.6	0.0	0.0	0.9	0.0	1.7
Prop In Lane	1.00		0.15	1.00		0.06	0.53		0.10	1.00		0.22
Lane Grp Cap(c), veh/h	416	0	781	364	0	787	509	0	0	525	0	446
V/C Ratio(X)	0.04	0.00	0.68	0.02	0.00	0.59	0.47	0.00	0.00	0.08	0.00	0.24
Avail Cap(c_a), veh/h	1647	0	3140	1519	0	3167	1553	0	0	1402	0	1710
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.1	0.0	8.6	12.3	0.0	8.1	12.8	0.0	0.0	11.0	0.0	11.3
Incr Delay (d2), s/veh	0.0	0.0	1.3	0.0	0.0	0.9	0.7	0.0	0.0	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	2.6	0.0	0.0	1.8	1.5	0.0	0.0	0.2	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.1	0.0	9.8	12.3	0.0	8.9	13.5	0.0	0.0	11.1	0.0	11.6
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	B
Approach Vol, veh/h		550			474			241			148	
Approach Delay, s/veh		9.9			9.0			13.5			11.4	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.5		14.9		22.5		14.9				
Change Period (Y+Rc), s		6.3		* 5.8		6.3		* 5.8				
Max Green Setting (Gmax), s		65.0		* 35		65.0		* 35				
Max Q Clear Time (g_c+I1), s		10.9		3.7		11.2		7.6				
Green Ext Time (p_c), s		5.2		0.8		3.9		1.4				

Intersection Summary												
HCM 6th Ctrl Delay			10.4									
HCM 6th LOS			B									

Notes

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



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	165	227	204	13	2	112
Future Volume (vph)	165	227	204	13	2	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		35	35		25	
Link Distance (ft)		158	180		181	
Travel Time (s)		3.1	3.5		4.9	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	7%	2%	3%	0%	0%	5%
Shared Lane Traffic (%)						
Sign Control		Stop	Stop		Stop	

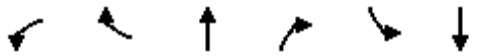
Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Intersection Delay, s/veh	12.2
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	165	227	204	13	2	112
Future Vol, veh/h	165	227	204	13	2	112
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	7	2	3	0	0	5
Mvmt Flow	190	261	234	15	2	129
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	14.3	10.1	9
HCM LOS	B	B	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	42%	0%	2%
Vol Thru, %	58%	94%	0%
Vol Right, %	0%	6%	98%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	392	217	114
LT Vol	165	0	2
Through Vol	227	204	0
RT Vol	0	13	112
Lane Flow Rate	451	249	131
Geometry Grp	1	1	1
Degree of Util (X)	0.589	0.329	0.178
Departure Headway (Hd)	4.705	4.746	4.902
Convergence, Y/N	Yes	Yes	Yes
Cap	766	753	727
Service Time	2.754	2.801	2.966
HCM Lane V/C Ratio	0.589	0.331	0.18
HCM Control Delay	14.3	10.1	9
HCM Lane LOS	B	B	A
HCM 95th-tile Q	3.9	1.4	0.6



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	71	247	131	79	313	273
Future Volume (vph)	71	247	131	79	313	273
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	450	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Link Speed (mph)	35		50			50
Link Distance (ft)	158		253			593
Travel Time (s)	3.1		3.5			8.1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	5%	3%	3%	15%	2%	1%
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	5.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	71	247	131	79	313	273
Future Vol, veh/h	71	247	131	79	313	273
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	Free	-	None
Storage Length	0	0	-	0	450	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	3	3	15	2	1
Mvmt Flow	79	274	146	88	348	303

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1145	-	0	-	146	0
Stage 1	146	-	-	-	-	-
Stage 2	999	-	-	-	-	-
Critical Hdwy	6.45	-	-	-	4.12	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	-	-	-	2.218	-
Pot Cap-1 Maneuver	218	0	-	0	1436	-
Stage 1	874	0	-	0	-	-
Stage 2	352	0	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	165	-	-	-	1436	-
Mov Cap-2 Maneuver	232	-	-	-	-	-
Stage 1	874	-	-	-	-	-
Stage 2	267	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28.3	0	4.4
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	232	-	1436	-
HCM Lane V/C Ratio	-	0.34	-	0.242	-
HCM Control Delay (s)	-	28.3	0	8.3	-
HCM Lane LOS	-	D	A	A	-
HCM 95th %tile Q(veh)	-	1.4	-	1	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	4	165	70	1	39	53
Future Volume (vph)	4	165	70	1	39	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	25		35			35
Link Distance (ft)	804		935			756
Travel Time (s)	21.9		18.2			14.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	4%	19%	0%	26%	8%
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	5.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	165	70	1	39	53
Future Vol, veh/h	4	165	70	1	39	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	4	19	0	26	8
Mvmt Flow	4	179	76	1	42	58

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	219	77	0	0	77	0
Stage 1	77	-	-	-	-	-
Stage 2	142	-	-	-	-	-
Critical Hdwy	6.4	6.24	-	-	4.36	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.336	-	-	2.434	-
Pot Cap-1 Maneuver	774	978	-	-	1383	-
Stage 1	951	-	-	-	-	-
Stage 2	890	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	750	978	-	-	1383	-
Mov Cap-2 Maneuver	750	-	-	-	-	-
Stage 1	951	-	-	-	-	-
Stage 2	862	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0	3.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	971	1383	-
HCM Lane V/C Ratio	-	-	0.189	0.031	-
HCM Control Delay (s)	-	-	9.6	7.7	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1	6	65	0	1	56
Future Volume (vph)	1	6	65	0	1	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	25		35			35
Link Distance (ft)	796		476			935
Travel Time (s)	21.7		9.3			18.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	20%	0%	0%	7%
Shared Lane Traffic (%)						
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

Intersection	
Intersection Delay, s/veh	3.4
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	8	71	62
Demand Flow Rate, veh/h	8	85	66
Vehicles Circulating, veh/h	85	1	1
Vehicles Exiting, veh/h	1	66	92
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	2.9	3.6	3.2
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	8	85	66
Cap Entry Lane, veh/h	1265	1378	1378
Entry HV Adj Factor	1.000	0.833	0.936
Flow Entry, veh/h	8	71	62
Cap Entry, veh/h	1265	1149	1290
V/C Ratio	0.006	0.062	0.048
Control Delay, s/veh	2.9	3.6	3.2
LOS	A	A	A
95th %tile Queue, veh	0	0	0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	65	0	0	57
Future Volume (vph)	0	0	65	0	0	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	25		35			35
Link Distance (ft)	769		376			476
Travel Time (s)	21.0		7.3			9.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	20%	0%	0%	7%
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	65	0	0	57
Future Vol, veh/h	0	0	65	0	0	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	20	0	0	7
Mvmt Flow	0	0	71	0	0	62

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	133	71	0	0	71	0
Stage 1	71	-	-	-	-	-
Stage 2	62	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	866	997	-	-	1542	-
Stage 1	957	-	-	-	-	-
Stage 2	966	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	866	997	-	-	1542	-
Mov Cap-2 Maneuver	866	-	-	-	-	-
Stage 1	957	-	-	-	-	-
Stage 2	966	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1542	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	65	0	0	57
Future Volume (vph)	0	0	65	0	0	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	25		35			35
Link Distance (ft)	721		317			376
Travel Time (s)	19.7		6.2			7.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	20%	0%	0%	7%
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	65	0	0	57
Future Vol, veh/h	0	0	65	0	0	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	20	0	0	7
Mvmt Flow	0	0	71	0	0	62

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	133	71	0	0	71	0
Stage 1	71	-	-	-	-	-
Stage 2	62	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	866	997	-	-	1542	-
Stage 1	957	-	-	-	-	-
Stage 2	966	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	866	997	-	-	1542	-
Mov Cap-2 Maneuver	866	-	-	-	-	-
Stage 1	957	-	-	-	-	-
Stage 2	966	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1542	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	24	0	65	5	0	57
Future Volume (vph)	24	0	65	5	0	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	25		35			35
Link Distance (ft)	701		575			216
Travel Time (s)	19.1		11.2			4.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	20%	0%	0%	7%
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

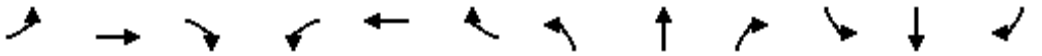
Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	24	0	65	5	0	57
Future Vol, veh/h	24	0	65	5	0	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	20	0	0	7
Mvmt Flow	26	0	71	5	0	62

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	136	74	0	0	76	0
Stage 1	74	-	-	-	-	-
Stage 2	62	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	862	993	-	-	1536	-
Stage 1	954	-	-	-	-	-
Stage 2	966	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	862	993	-	-	1536	-
Mov Cap-2 Maneuver	862	-	-	-	-	-
Stage 1	954	-	-	-	-	-
Stage 2	966	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	862	1536	-
HCM Lane V/C Ratio	-	-	0.03	-	-
HCM Control Delay (s)	-	-	9.3	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	0	29	0	0	1	73	900	3	1	1069	10
Future Volume (vph)	2	0	29	0	0	1	73	900	3	1	1069	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			10%			10%	
Storage Length (ft)	0		0	0		0	125		0	25		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		989			884			878			457	
Travel Time (s)		27.0			24.1			20.0			10.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	50%	0%	0%	0%	0%	0%	3%	6%	0%	0%	4%	20%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	0	29	0	0	1	73	900	3	1	1069	10
Future Vol, veh/h	2	0	29	0	0	1	73	900	3	1	1069	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	125	-	-	25	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	10	-	-	10	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	50	0	0	0	0	0	3	6	0	0	4	20
Mvmt Flow	2	0	31	0	0	1	77	947	3	1	1125	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1761	2237	568	1668	2241	475	1136	0	0	950	0	0
Stage 1	1133	1133	-	1103	1103	-	-	-	-	-	-	-
Stage 2	628	1104	-	565	1138	-	-	-	-	-	-	-
Critical Hdwy	8.5	6.5	6.9	7.5	6.5	6.9	4.16	-	-	4.1	-	-
Critical Hdwy Stg 1	7.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	4	4	3.3	3.5	4	3.3	2.23	-	-	2.2	-	-
Pot Cap-1 Maneuver	32	43	471	64	43	541	605	-	-	731	-	-
Stage 1	149	280	-	229	290	-	-	-	-	-	-	-
Stage 2	338	289	-	482	279	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	29	37	471	54	37	541	605	-	-	731	-	-
Mov Cap-2 Maneuver	29	37	-	54	37	-	-	-	-	-	-	-
Stage 1	130	280	-	200	253	-	-	-	-	-	-	-
Stage 2	294	252	-	450	279	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.6	11.7	0.9	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	605	-	-	237	541	731	-	-
HCM Lane V/C Ratio	0.127	-	-	0.138	0.002	0.001	-	-
HCM Control Delay (s)	11.8	-	-	22.6	11.7	9.9	-	-
HCM Lane LOS	B	-	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	0.5	0	0	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	32	16	909	15	31	981
Future Volume (vph)	32	16	909	15	31	981
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Link Speed (mph)	30		40			40
Link Distance (ft)	346		677			718
Travel Time (s)	7.9		11.5			12.2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	6%	0%	0%	3%
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	32	16	909	15	31	981
Future Vol, veh/h	32	16	909	15	31	981
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	200	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	6	0	0	3
Mvmt Flow	33	16	928	15	32	1001

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1501	472	0	0	943	0
Stage 1	936	-	-	-	-	-
Stage 2	565	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	115	544	-	-	736	-
Stage 1	347	-	-	-	-	-
Stage 2	538	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	110	544	-	-	736	-
Mov Cap-2 Maneuver	237	-	-	-	-	-
Stage 1	347	-	-	-	-	-
Stage 2	515	-	-	-	-	-

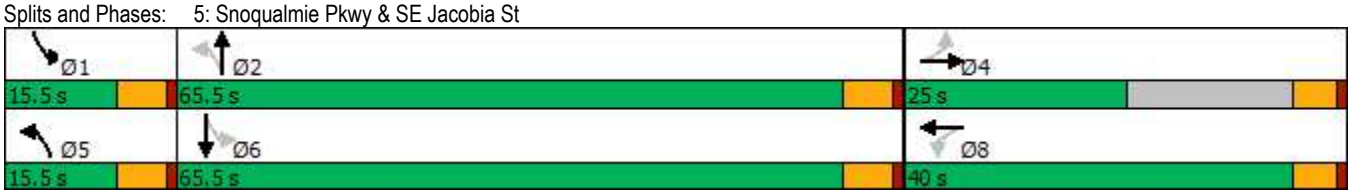
Approach	WB	NB	SB
HCM Control Delay, s	19	0	0.3
HCM LOS	C		

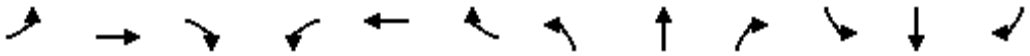
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	237	544	736	-
HCM Lane V/C Ratio	-	-	0.138	0.03	0.043	-
HCM Control Delay (s)	-	-	22.6	11.8	10.1	-
HCM Lane LOS	-	-	C	B	B	-
HCM 95th %tile Q(veh)	-	-	0.5	0.1	0.1	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	5	116	104	6	86	38	903	16	22	835	16
Future Volume (vph)	36	5	116	104	6	86	38	903	16	22	835	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		0	150		0	250		0	250		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		653			474			718			617	
Travel Time (s)		17.8			12.9			12.2			10.5	
Confl. Peds. (#/hr)	2		1	1		2						
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	11%	20%	0%	0%	17%	2%	8%	6%	0%	14%	5%	38%
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	15.0		5.0	16.0	
Minimum Split (s)	34.0	34.0		34.0	34.0		10.5	22.5		10.5	22.5	
Total Split (s)	25.0	25.0		40.0	40.0		15.5	65.5		15.5	65.5	
Total Split (%)	20.7%	20.7%		33.1%	33.1%		12.8%	54.1%		12.8%	54.1%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.5	5.5		5.5	5.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	

Intersection Summary	
Area Type:	Other
Cycle Length: 121	
Actuated Cycle Length: 60.2	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 5: Snoqualmie Pkwy & SE Jacobia St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	5	116	104	6	86	38	903	16	22	835	16
Future Volume (veh/h)	36	5	116	104	6	86	38	903	16	22	835	16
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	1737	1604	1900	1900	1648	1870	1781	1811	1900	1693	1826	1337
Adj Flow Rate, veh/h	40	5	127	114	7	95	42	992	18	24	918	18
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	11	20	0	0	17	2	8	6	0	14	5	38
Cap, veh/h	330	12	300	314	22	300	340	1588	29	295	1546	30
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.04	0.46	0.46	0.03	0.44	0.44
Sat Flow, veh/h	1198	52	1312	1275	97	1311	1697	3458	63	1612	3480	68
Grp Volume(v), veh/h	40	0	132	114	0	102	42	494	516	24	458	478
Grp Sat Flow(s),veh/h/ln	1198	0	1363	1275	0	1408	1697	1721	1800	1612	1735	1814
Q Serve(g_s), s	1.6	0.0	4.7	4.7	0.0	3.4	0.7	12.2	12.2	0.4	11.2	11.2
Cycle Q Clear(g_c), s	5.0	0.0	4.7	9.4	0.0	3.4	0.7	12.2	12.2	0.4	11.2	11.2
Prop In Lane	1.00		0.96	1.00		0.93	1.00		0.03	1.00		0.04
Lane Grp Cap(c), veh/h	330	0	312	314	0	322	340	790	827	295	771	806
V/C Ratio(X)	0.12	0.00	0.42	0.36	0.00	0.32	0.12	0.62	0.62	0.08	0.59	0.59
Avail Cap(c_a), veh/h	482	0	485	816	0	876	569	1835	1919	537	1850	1934
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.1	0.0	18.5	22.5	0.0	18.1	8.8	11.5	11.5	9.2	11.8	11.8
Incr Delay (d2), s/veh	0.2	0.0	0.9	0.7	0.0	0.6	0.1	1.2	1.1	0.0	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	1.5	1.4	0.0	1.1	0.2	3.8	4.0	0.1	3.5	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.3	0.0	19.5	23.2	0.0	18.6	8.9	12.7	12.6	9.2	12.8	12.8
LnGrp LOS	C	A	B	C	A	B	A	B	B	A	B	B
Approach Vol, veh/h		172			216			1052			960	
Approach Delay, s/veh		19.7			21.1			12.5			12.7	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.1	31.3		17.9	7.9	30.5		17.9				
Change Period (Y+Rc), s	5.5	5.5		5.0	5.5	5.5		5.0				
Max Green Setting (Gmax), s	10.0	60.0		20.0	10.0	60.0		35.0				
Max Q Clear Time (g_c+I1), s	2.4	14.2		7.0	2.7	13.2		11.4				
Green Ext Time (p_c), s	0.0	11.6		0.7	0.0	10.4		1.0				

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

Notes

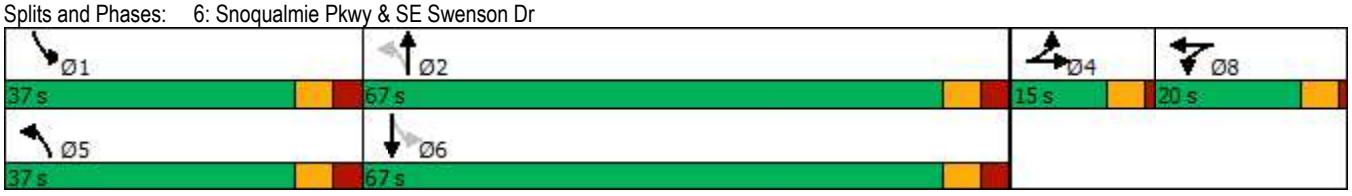
User approved pedestrian interval to be less than phase max green.

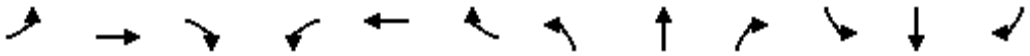
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	12	24	46	16	70	47	1018	19	40	678	66
Future Volume (vph)	54	12	24	46	16	70	47	1018	19	40	678	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	275		0	300		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			No
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		456			320			2254			367	
Travel Time (s)		10.4			7.3			38.4			6.3	
Confl. Peds. (#/hr)			1			45	1		8	8		1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	6%	17%	4%	0%	6%	3%	4%	7%	5%	0%	8%	5%
Shared Lane Traffic (%)												
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases							2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		10.0	10.0		5.0	12.0		5.0	12.0	
Minimum Split (s)	38.0	38.0		38.0	38.0		12.0	28.0		12.0	28.0	
Total Split (s)	15.0	15.0		20.0	20.0		37.0	67.0		37.0	67.0	
Total Split (%)	10.8%	10.8%		14.4%	14.4%		26.6%	48.2%		26.6%	48.2%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		7.0	7.0		7.0	7.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	

Intersection Summary

Area Type: Other
Cycle Length: 139
Actuated Cycle Length: 99.7
Natural Cycle: 140
Control Type: Actuated-Uncoordinated

Splits and Phases: 6: Snoqualmie Pkwy & SE Swenson Dr





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	12	24	46	16	70	47	1018	19	40	678	66
Future Volume (veh/h)	54	12	24	46	16	70	47	1018	19	40	678	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.92	1.00		0.99	1.00		0.99
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	1811	1648	1841	1900	1811	1856	1841	1796	1826	1900	1781	1826
Adj Flow Rate, veh/h	61	13	27	52	18	79	53	1144	21	45	762	74
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	6	17	4	0	6	3	4	7	5	0	8	5
Cap, veh/h	131	36	75	302	46	200	284	1244	23	203	1117	108
Arrive On Green	0.08	0.08	0.08	0.17	0.17	0.17	0.05	0.36	0.36	0.04	0.36	0.36
Sat Flow, veh/h	1725	476	990	1810	273	1198	1753	3428	63	1810	3113	302
Grp Volume(v), veh/h	61	0	40	52	0	97	53	569	596	45	414	422
Grp Sat Flow(s),veh/h/ln	1725	0	1466	1810	0	1471	1753	1706	1784	1810	1692	1723
Q Serve(g_s), s	2.3	0.0	1.8	1.7	0.0	4.0	1.3	21.7	21.7	1.0	14.2	14.2
Cycle Q Clear(g_c), s	2.3	0.0	1.8	1.7	0.0	4.0	1.3	21.7	21.7	1.0	14.2	14.2
Prop In Lane	1.00		0.68	1.00		0.81	1.00		0.04	1.00		0.18
Lane Grp Cap(c), veh/h	131	0	111	302	0	246	284	620	648	203	607	618
V/C Ratio(X)	0.47	0.00	0.36	0.17	0.00	0.39	0.19	0.92	0.92	0.22	0.68	0.68
Avail Cap(c_a), veh/h	253	0	215	398	0	324	975	1503	1571	924	1490	1517
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.2	0.0	29.9	24.3	0.0	25.3	14.0	20.7	20.7	16.3	18.6	18.6
Incr Delay (d2), s/veh	1.0	0.0	0.7	0.1	0.0	0.4	0.1	2.5	2.4	0.2	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.6	0.7	0.0	1.4	0.4	7.9	8.2	0.4	4.9	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.1	0.0	30.7	24.4	0.0	25.7	14.2	23.2	23.1	16.5	19.1	19.1
LnGrp LOS	C	A	C	C	A	C	B	C	C	B	B	B
Approach Vol, veh/h		101			149			1218			881	
Approach Delay, s/veh		30.9			25.3			22.8			18.9	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.9	31.7		10.2	10.2	31.4		16.4				
Change Period (Y+Rc), s	7.0	7.0		5.0	7.0	7.0		5.0				
Max Green Setting (Gmax), s	30.0	60.0		10.0	30.0	60.0		15.0				
Max Q Clear Time (g_c+I1), s	3.0	23.7		4.3	3.3	16.2		6.0				
Green Ext Time (p_c), s	0.0	1.0		0.0	0.0	0.7		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	21.8
HCM 6th LOS	C

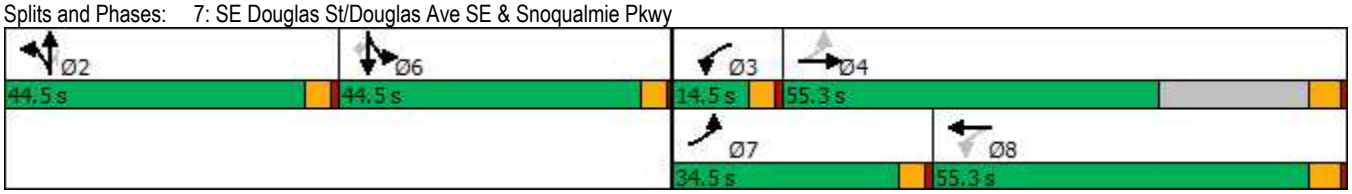
Notes

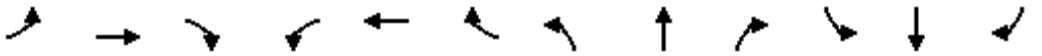
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	96	752	211	57	466	27	111	13	46	60	44	328
Future Volume (vph)	96	752	211	57	466	27	111	13	46	60	44	328
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	175		0	0		150	0		100
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		1285			1065			585			583	
Travel Time (s)		21.9			18.2			16.0			15.9	
Confl. Peds. (#/hr)												3
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	10%	8%	2%	2%	8%	15%	5%	0%	4%	5%	0%	4%
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases	4			8					2			6
Detector Phase	7	4		3	8		2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	35.3		9.5	30.3		36.5	36.5	36.5	36.5	36.5	36.5
Total Split (s)	34.5	55.3		14.5	55.3		44.5	44.5	44.5	44.5	44.5	44.5
Total Split (%)	19.3%	30.9%		8.1%	30.9%		24.9%	24.9%	24.9%	24.9%	24.9%	24.9%
Yellow Time (s)	3.5	4.3		3.5	4.3		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	5.3		4.5	5.3			4.5	4.5		4.5	4.5
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	Min		None	Min		None	None	None	None	None	None

Intersection Summary	
Area Type:	Other
Cycle Length: 178.8	
Actuated Cycle Length: 97	
Natural Cycle: 130	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 7: SE Douglas St/Douglas Ave SE & Snoqualmie Pkwy





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	752	211	57	466	27	111	13	46	60	44	328
Future Volume (veh/h)	96	752	211	57	466	27	111	13	46	60	44	328
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	1752	1781	1870	1870	1781	1678	1826	1900	1841	1826	1900	1841
Adj Flow Rate, veh/h	110	864	243	66	536	31	128	15	0	69	51	251
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	10	8	2	2	8	15	5	0	4	5	0	4
Cap, veh/h	419	1120	315	239	1354	78	172	20	165	214	158	313
Arrive On Green	0.06	0.43	0.43	0.05	0.42	0.42	0.11	0.11	0.00	0.20	0.20	0.20
Sat Flow, veh/h	1668	2609	733	1781	3252	188	1628	191	1560	1062	785	1553
Grp Volume(v), veh/h	110	560	547	66	278	289	143	0	0	120	0	251
Grp Sat Flow(s),veh/h/ln	1668	1692	1649	1781	1692	1748	1819	0	1560	1847	0	1553
Q Serve(g_s), s	3.2	24.5	24.5	1.8	10.0	10.0	6.6	0.0	0.0	4.8	0.0	13.3
Cycle Q Clear(g_c), s	3.2	24.5	24.5	1.8	10.0	10.0	6.6	0.0	0.0	4.8	0.0	13.3
Prop In Lane	1.00		0.44	1.00		0.11	0.90		1.00	0.57		1.00
Lane Grp Cap(c), veh/h	419	726	708	239	705	728	193	0	165	373	0	313
V/C Ratio(X)	0.26	0.77	0.77	0.28	0.40	0.40	0.74	0.00	0.00	0.32	0.00	0.80
Avail Cap(c_a), veh/h	899	977	953	363	977	1009	840	0	721	853	0	718
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.4	21.1	21.1	16.6	17.6	17.7	37.6	0.0	0.0	29.5	0.0	32.9
Incr Delay (d2), s/veh	0.3	3.3	3.4	0.6	0.5	0.5	5.6	0.0	0.0	0.5	0.0	4.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	9.4	9.2	0.7	3.7	3.8	3.2	0.0	0.0	2.2	0.0	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.8	24.4	24.5	17.2	18.2	18.2	43.1	0.0	0.0	30.0	0.0	37.6
LnGrp LOS	B	C	C	B	B	B	D	A	A	C	A	D
Approach Vol, veh/h		1217			633			143			371	
Approach Delay, s/veh		23.5			18.1			43.1			35.2	
Approach LOS		C			B			D			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		13.7	8.5	42.5		22.0	9.6	41.4				
Change Period (Y+Rc), s		4.5	4.5	5.3		4.5	4.5	5.3				
Max Green Setting (Gmax), s		40.0	10.0	50.0		40.0	30.0	50.0				
Max Q Clear Time (g_c+I1), s		8.6	3.8	26.5		15.3	5.2	12.0				
Green Ext Time (p_c), s		0.9	0.1	10.7		1.6	0.3	5.2				

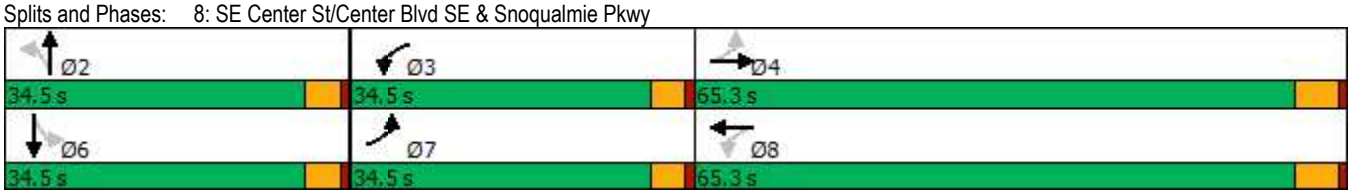
Intersection Summary	
HCM 6th Ctrl Delay	25.1
HCM 6th LOS	C

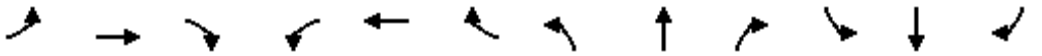
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	102	677	85	132	494	49	9	6	24	67	28	97
Future Volume (vph)	102	677	85	132	494	49	9	6	24	67	28	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	275		0	275		0	150		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		1065			1064			511			626	
Travel Time (s)		18.2			18.1			13.9			17.1	
Confl. Peds. (#/hr)	3		1	1		3	2		1	1		2
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	2%	9%	1%	0%	8%	0%	11%	0%	0%	5%	4%	2%
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	34.3		9.5	34.3		36.5	36.5		36.5	36.5	
Total Split (s)	34.5	65.3		34.5	65.3		34.5	34.5		34.5	34.5	
Total Split (%)	25.7%	48.6%		25.7%	48.6%		25.7%	25.7%		25.7%	25.7%	
Yellow Time (s)	3.5	4.3		3.5	4.3		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	5.3		4.5	5.3		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	Min		None	Min		None	None		None	None	

Intersection Summary

Area Type: Other
Cycle Length: 134.3
Actuated Cycle Length: 60.4
Natural Cycle: 85
Control Type: Actuated-Uncoordinated

Splits and Phases: 8: SE Center St/Center Blvd SE & Snoqualmie Pkwy





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	677	85	132	494	49	9	6	24	67	28	97
Future Volume (veh/h)	102	677	85	132	494	49	9	6	24	67	28	97
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	1767	1885	1900	1781	1900	1737	1900	1900	1826	1841	1870
Adj Flow Rate, veh/h	115	761	96	148	555	55	10	7	27	75	31	109
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	9	1	0	8	0	11	0	0	5	4	2
Cap, veh/h	573	1322	167	488	1399	138	243	53	204	341	55	195
Arrive On Green	0.08	0.44	0.44	0.09	0.45	0.45	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1781	2997	378	1810	3110	307	1157	341	1316	1337	356	1253
Grp Volume(v), veh/h	115	426	431	148	301	309	10	0	34	75	0	140
Grp Sat Flow(s),veh/h/ln	1781	1678	1697	1810	1692	1725	1157	0	1657	1337	0	1609
Q Serve(g_s), s	1.5	8.7	8.7	1.9	5.5	5.5	0.4	0.0	0.8	2.4	0.0	3.7
Cycle Q Clear(g_c), s	1.5	8.7	8.7	1.9	5.5	5.5	4.1	0.0	0.8	3.2	0.0	3.7
Prop In Lane	1.00		0.22	1.00		0.18	1.00		0.79	1.00		0.78
Lane Grp Cap(c), veh/h	573	740	749	488	761	776	243	0	257	341	0	250
V/C Ratio(X)	0.20	0.58	0.58	0.30	0.40	0.40	0.04	0.00	0.13	0.22	0.00	0.56
Avail Cap(c_a), veh/h	1586	2191	2215	1502	2209	2252	819	0	1082	1006	0	1050
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	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.9	9.6	9.6	6.5	8.5	8.5	19.8	0.0	16.7	18.1	0.0	18.0
Incr Delay (d2), s/veh	0.2	1.0	1.0	0.3	0.5	0.5	0.1	0.0	0.2	0.3	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	2.4	2.4	0.5	1.4	1.5	0.1	0.0	0.3	0.7	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.0	10.6	10.6	6.9	8.9	8.9	19.9	0.0	17.0	18.4	0.0	19.9
LnGrp LOS	A	B	B	A	A	A	B	A	B	B	A	B
Approach Vol, veh/h		972			758			44			215	
Approach Delay, s/veh		10.1			8.5			17.6			19.4	
Approach LOS		B			A			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	11.6	8.7	25.6	11.6	8.3	26.0
Change Period (Y+Rc), s	4.5	4.5	5.3	4.5	4.5	5.3
Max Green Setting (Gmax), s	30.0	30.0	60.0	30.0	30.0	60.0
Max Q Clear Time (g_c+I1), s	6.1	3.9	10.7	5.7	3.5	7.5
Green Ext Time (p_c), s	0.2	0.4	9.4	1.1	0.3	5.9

Intersection Summary	
HCM 6th Ctrl Delay	10.7
HCM 6th LOS	B

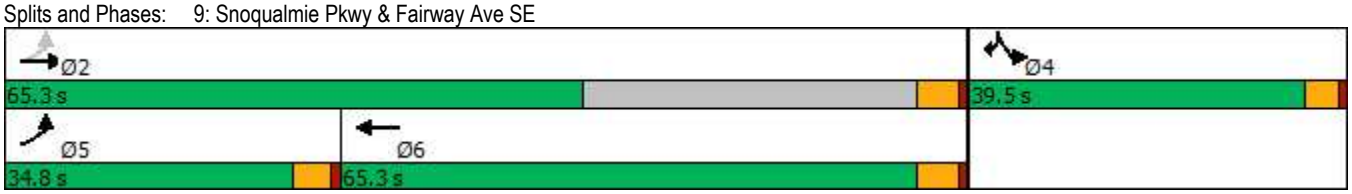
Notes

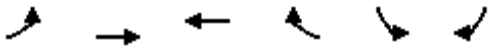
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	30	859	510	110	247	210
Future Volume (vph)	30	859	510	110	247	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	325			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Right Turn on Red				Yes		Yes
Link Speed (mph)		40	40		25	
Link Distance (ft)		1064	278		478	
Travel Time (s)		18.1	4.7		13.0	
Confl. Peds. (#/hr)	2			2		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	8%	7%	5%	12%	2%	1%
Shared Lane Traffic (%)						
Turn Type	pm+pt	NA	NA		Prot	Prot
Protected Phases	5	2	6		4	4
Permitted Phases	2					
Detector Phase	5	2	6		4	4
Switch Phase						
Minimum Initial (s)	5.0	12.0	12.0		5.0	5.0
Minimum Split (s)	9.8	23.3	26.3		36.5	36.5
Total Split (s)	34.8	65.3	65.3		39.5	39.5
Total Split (%)	24.9%	46.8%	46.8%		28.3%	28.3%
Yellow Time (s)	3.8	4.3	4.3		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.8	5.3	5.3		4.5	4.5
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	None	None		None	None

Intersection Summary	
Area Type:	Other
Cycle Length: 139.6	
Actuated Cycle Length: 52.6	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 9: Snoqualmie Pkwy & Fairway Ave SE





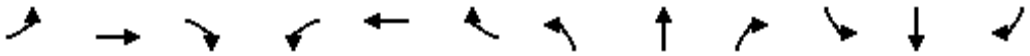
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	30	859	510	110	247	210
Future Volume (veh/h)	30	859	510	110	247	210
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1781	1796	1826	1722	1870	1885
Adj Flow Rate, veh/h	33	954	567	122	274	196
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	8	7	5	12	2	1
Cap, veh/h	383	1732	969	208	414	371
Arrive On Green	0.04	0.51	0.34	0.34	0.23	0.23
Sat Flow, veh/h	1697	3503	2931	609	1781	1598
Grp Volume(v), veh/h	33	954	346	343	274	196
Grp Sat Flow(s),veh/h/ln	1697	1706	1735	1714	1781	1598
Q Serve(g_s), s	0.4	7.2	6.2	6.2	5.3	4.0
Cycle Q Clear(g_c), s	0.4	7.2	6.2	6.2	5.3	4.0
Prop In Lane	1.00			0.36	1.00	1.00
Lane Grp Cap(c), veh/h	383	1732	592	585	414	371
V/C Ratio(X)	0.09	0.55	0.58	0.59	0.66	0.53
Avail Cap(c_a), veh/h	1669	5439	2764	2732	1656	1485
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.1	6.3	10.2	10.2	13.1	12.6
Incr Delay (d2), s/veh	0.1	0.3	0.9	0.9	1.8	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.3	1.7	1.7	2.0	3.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.2	6.6	11.1	11.2	14.9	13.8
LnGrp LOS	A	A	B	B	B	B
Approach Vol, veh/h		987	689		470	
Approach Delay, s/veh		6.6	11.1		14.5	
Approach LOS		A	B		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		24.4		13.2	6.3	18.1
Change Period (Y+Rc), s		5.3		4.5	* 4.8	5.3
Max Green Setting (Gmax), s		60.0		35.0	* 30	60.0
Max Q Clear Time (g_c+I1), s		9.2		7.3	2.4	8.2
Green Ext Time (p_c), s		8.0		1.6	0.1	4.6

Intersection Summary		
HCM 6th Ctrl Delay	9.8	
HCM 6th LOS	A	

Notes

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	900	6	3	485	19	36	1	8	27	3	32
Future Volume (vph)	7	900	6	3	485	19	36	1	8	27	3	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			10%			10%	
Storage Length (ft)	150		0	150		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		458			1686			518			363	
Travel Time (s)		7.8			28.7			14.1			9.9	
Confl. Peds. (#/hr)	2		1	2		3	1		2	3		2
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	0%	6%	0%	0%	7%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	20.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	900	6	3	485	19	36	1	8	27	3	32
Future Vol, veh/h	7	900	6	3	485	19	36	1	8	27	3	32
Conflicting Peds, #/hr	2	0	1	2	0	3	1	0	2	3	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	10	-	-	10	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	6	0	0	7	0	0	0	0	0	0	0
Mvmt Flow	9	1154	8	4	622	24	46	1	10	35	4	41

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	649	0	0	1164	0	0	1501	1835	586	1244	1827	328
Stage 1	-	-	-	-	-	-	1178	1178	-	645	645	-
Stage 2	-	-	-	-	-	-	323	657	-	599	1182	-
Critical Hdwy	4.1	-	-	4.1	-	-	9.5	8.5	7.9	9.5	8.5	7.9
Critical Hdwy Stg 1	-	-	-	-	-	-	8.5	7.5	-	8.5	7.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	8.5	7.5	-	8.5	7.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	947	-	-	607	-	-	~ 37	28	390	67	28	615
Stage 1	-	-	-	-	-	-	107	139	-	302	329	-
Stage 2	-	-	-	-	-	-	559	323	-	330	138	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	944	-	-	606	-	-	~ 30	27	388	62	27	612
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 30	27	-	62	27	-
Stage 1	-	-	-	-	-	-	106	137	-	298	326	-
Stage 2	-	-	-	-	-	-	511	320	-	314	136	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	$ 541.4	107.9
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	36	944	-	-	606	-	-	104
HCM Lane V/C Ratio	1.603	0.01	-	-	0.006	-	-	0.764
HCM Control Delay (s)	$ 541.4	8.8	-	-	11	-	-	107.9
HCM Lane LOS	F	A	-	-	B	-	-	F
HCM 95th %tile Q(veh)	6.2	0	-	-	0	-	-	4.1

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

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1135	9	15	541	24	39
Future Volume (vph)	1135	9	15	541	24	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	225		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	40			40	25	
Link Distance (ft)	1686			1131	557	
Travel Time (s)	28.7			19.3	15.2	
Confl. Peds. (#/hr)		3	1		3	1
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	6%	11%	7%	7%	0%	5%
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

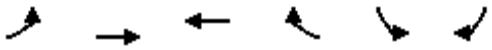
Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1135	9	15	541	24	39
Future Vol, veh/h	1135	9	15	541	24	39
Conflicting Peds, #/hr	0	3	1	0	3	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	225	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	6	11	7	7	0	5
Mvmt Flow	1305	10	17	622	28	45

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1318	0	1661	662
Stage 1	-	-	-	-	1313	-
Stage 2	-	-	-	-	348	-
Critical Hdwy	-	-	4.24	-	6.8	7
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.27	-	3.5	3.35
Pot Cap-1 Maneuver	-	-	494	-	90	397
Stage 1	-	-	-	-	220	-
Stage 2	-	-	-	-	692	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	493	-	86	395
Mov Cap-2 Maneuver	-	-	-	-	86	-
Stage 1	-	-	-	-	219	-
Stage 2	-	-	-	-	666	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	42.1
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	167	-	-	493	-
HCM Lane V/C Ratio	0.434	-	-	0.035	-
HCM Control Delay (s)	42.1	-	-	12.6	-
HCM Lane LOS	E	-	-	B	-
HCM 95th %tile Q(veh)	2	-	-	0.1	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	2	1173	543	4	7	9
Future Volume (vph)	2	1173	543	4	7	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		40	40		25	
Link Distance (ft)		679	1187		393	
Travel Time (s)		11.6	20.2		10.7	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	6%	7%	0%	0%	0%
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	1173	543	4	7	9
Future Vol, veh/h	2	1173	543	4	7	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	6	7	0	0	0
Mvmt Flow	2	1348	624	5	8	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	629	0	-	0	1305	315
Stage 1	-	-	-	-	627	-
Stage 2	-	-	-	-	678	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	963	-	-	-	154	687
Stage 1	-	-	-	-	500	-
Stage 2	-	-	-	-	471	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	963	-	-	-	154	687
Mov Cap-2 Maneuver	-	-	-	-	154	-
Stage 1	-	-	-	-	499	-
Stage 2	-	-	-	-	471	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	19.1
HCM LOS			C

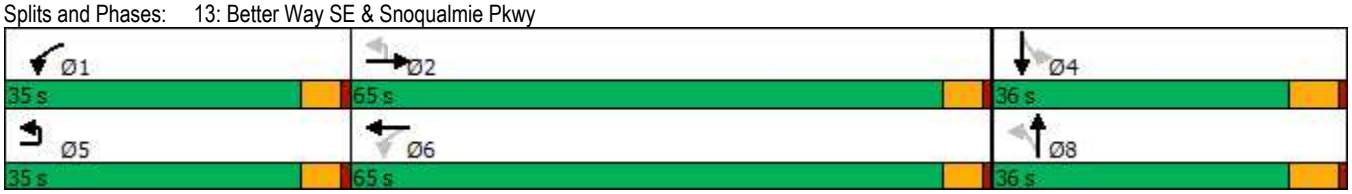
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	963	-	-	-	273
HCM Lane V/C Ratio	0.002	-	-	-	0.067
HCM Control Delay (s)	8.7	-	-	-	19.1
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	1161	26	24	528	0	29	0	17	0	0
Future Volume (vph)	0	0	1161	26	24	528	0	29	0	17	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0	200		0	0		0	0	
Storage Lanes		1		0	1		0	0		0	0	
Taper Length (ft)		25			25			25			25	
Right Turn on Red				Yes			Yes			Yes		
Link Speed (mph)			40			40			25			25
Link Distance (ft)			1187			833			535			291
Travel Time (s)			20.2			14.2			14.6			7.9
Confl. Peds. (#/hr)		2		1	1		2	1				
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	0%	6%	4%	0%	8%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Turn Type	pm+pt		NA		pm+pt	NA		Perm	NA			
Protected Phases	5		2		1	6			8			4
Permitted Phases	2				6			8			4	
Detector Phase	5		2		1	6		8	8		4	4
Switch Phase												
Minimum Initial (s)	5.0		15.0		5.0	14.0		5.0	5.0		30.0	30.0
Minimum Split (s)	10.0		20.0		10.0	29.0		36.0	36.0		36.0	36.0
Total Split (s)	35.0		65.0		35.0	65.0		36.0	36.0		36.0	36.0
Total Split (%)	25.7%		47.8%		25.7%	47.8%		26.5%	26.5%		26.5%	26.5%
Yellow Time (s)	4.0		4.0		4.0	4.0		5.0	5.0		5.0	5.0
All-Red Time (s)	1.0		1.0		1.0	1.0		1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0			0.0			0.0
Total Lost Time (s)	5.0		5.0		5.0	5.0			6.0			6.0
Lead/Lag	Lead		Lag		Lead	Lag						
Lead-Lag Optimize?	Yes		Yes		Yes	Yes						
Recall Mode	Min		Min		None	None		None	None		None	None

Intersection Summary

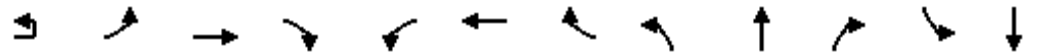
Area Type: Other
Cycle Length: 136
Actuated Cycle Length: 55
Natural Cycle: 90
Control Type: Actuated-Uncoordinated

Splits and Phases: 13: Better Way SE & Snoqualmie Pkwy



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Right Turn on Red	Yes
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	1
Peak Hour Factor	0.85
Heavy Vehicles (%)	0%
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	

Intersection Summary



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	0	0	1161	26	24	528	0	29	0	17	0	0
Future Volume (veh/h)	0	0	1161	26	24	528	0	29	0	17	0	0
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00	0.99		1.00	1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach			No			No			No			No
Adj Sat Flow, veh/h/ln		0	1811	1841	1900	1781	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h		0	1366	31	28	621	0	34	0	20	0	0
Peak Hour Factor		0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %		0	6	4	0	8	0	0	0	0	0	0
Cap, veh/h		0	1995	45	236	2422	0	175	0	32	0	109
Arrive On Green		0.00	0.58	0.58	0.03	0.72	0.00	0.06	0.00	0.06	0.00	0.00
Sat Flow, veh/h		0	3530	78	1810	3474	0	939	0	553	0	1900
Grp Volume(v), veh/h		0	683	714	28	621	0	54	0	0	0	0
Grp Sat Flow(s),veh/h/ln		0	1721	1797	1810	1692	0	1492	0	0	0	1900
Q Serve(g_s), s		0.0	13.4	13.4	0.2	3.1	0.0	1.7	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s		0.0	13.4	13.4	0.2	3.1	0.0	1.7	0.0	0.0	0.0	0.0
Prop In Lane		0.00		0.04	1.00		0.00	0.63		0.37	0.00	
Lane Grp Cap(c), veh/h		0	998	1042	236	2422	0	207	0	0	0	109
V/C Ratio(X)		0.00	0.68	0.69	0.12	0.26	0.00	0.26	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h		0	2132	2227	1299	4195	0	1046	0	0	0	1177
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
Upstream Filter(I)		0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh		0.0	7.1	7.1	12.3	2.4	0.0	22.3	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh		0.0	0.8	0.8	0.2	0.1	0.0	0.7	0.0	0.0	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
%ile BackOfQ(50%),veh/ln		0.0	2.9	3.0	0.2	0.2	0.0	0.6	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		0.0	7.9	7.9	12.5	2.5	0.0	23.0	0.0	0.0	0.0	0.0
LnGrp LOS		A	A	A	B	A	A	C	A	A	A	A
Approach Vol, veh/h			1397			649			54			0
Approach Delay, s/veh			7.9			2.9			23.0			0.0
Approach LOS			A			A			C			

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	6.6	33.1		8.8		39.6		8.8				
Change Period (Y+Rc), s	5.0	5.0		6.0		5.0		6.0				
Max Green Setting (Gmax), s	30.0	60.0		30.0		60.0		30.0				
Max Q Clear Time (g_c+I1), s	2.2	15.4		0.0		5.1		3.7				
Green Ext Time (p_c), s	0.0	12.7		0.0		4.5		0.2				

Intersection Summary	
HCM 6th Ctrl Delay	6.7
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	0
Peak Hour Factor	0.85
Percent Heavy Veh, %	0
Cap, veh/h	0
Arrive On Green	0.00
Sat Flow, veh/h	0
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.00
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	A
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	966	1	1	462	1	1
Future Volume (vph)	966	1	1	462	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	150		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	40			40	25	
Link Distance (ft)	646			700	301	
Travel Time (s)	11.0			11.9	8.2	
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	6%	0%	0%	7%	0%	0%
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	966	1	1	462	1	1
Future Vol, veh/h	966	1	1	462	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	6	0	0	7	0	0
Mvmt Flow	1238	1	1	592	1	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1239	0	1537	620
Stage 1	-	-	-	-	1239	-
Stage 2	-	-	-	-	298	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	569	-	109	436
Stage 1	-	-	-	-	240	-
Stage 2	-	-	-	-	733	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	569	-	109	436
Mov Cap-2 Maneuver	-	-	-	-	109	-
Stage 1	-	-	-	-	240	-
Stage 2	-	-	-	-	732	-

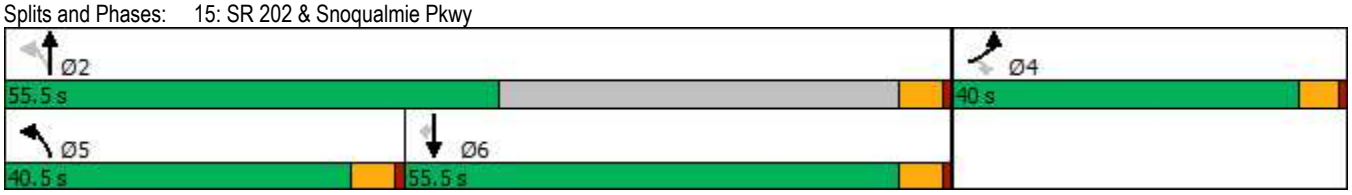
Approach	EB	WB	NB
HCM Control Delay, s	0	0	26
HCM LOS			D

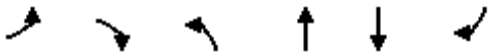
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	174	-	-	569	-
HCM Lane V/C Ratio	0.015	-	-	0.002	-
HCM Control Delay (s)	26	-	-	11.3	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	629	345	223	285	273	267
Future Volume (vph)	629	345	223	285	273	267
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	300			300
Storage Lanes	1	1	1			1
Taper Length (ft)	25		25			
Right Turn on Red		Yes				Yes
Link Speed (mph)	40			45	45	
Link Distance (ft)	700			1127	949	
Travel Time (s)	11.9			17.1	14.4	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	8%	3%	3%	12%	11%	10%
Shared Lane Traffic (%)						
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	7.0	7.0	5.0	7.0	7.0	7.0
Minimum Split (s)	29.0	29.0	10.5	12.5	35.5	35.5
Total Split (s)	40.0	40.0	40.5	55.5	55.5	55.5
Total Split (%)	29.4%	29.4%	29.8%	40.8%	40.8%	40.8%
Yellow Time (s)	4.0	4.0	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.5	5.5	5.5	5.5
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min

Intersection Summary	
Area Type:	Other
Cycle Length: 136	
Actuated Cycle Length: 95.5	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 15: SR 202 & Snoqualmie Pkwy





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	629	345	223	285	273	267
Future Volume (veh/h)	629	345	223	285	273	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	1781	1856	1856	1722	1737	1752
Adj Flow Rate, veh/h	786	82	279	356	341	0
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	8	3	3	12	11	10
Cap, veh/h	722	669	393	769	408	349
Arrive On Green	0.43	0.43	0.15	0.45	0.23	0.00
Sat Flow, veh/h	1697	1572	1767	1722	1737	1485
Grp Volume(v), veh/h	786	82	279	356	341	0
Grp Sat Flow(s),veh/h/ln	1697	1572	1767	1722	1737	1485
Q Serve(g_s), s	35.0	2.6	9.2	11.9	15.4	0.0
Cycle Q Clear(g_c), s	35.0	2.6	9.2	11.9	15.4	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	722	669	393	769	408	349
V/C Ratio(X)	1.09	0.12	0.71	0.46	0.84	0.00
Avail Cap(c_a), veh/h	722	669	889	1047	1056	903
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	23.6	14.3	19.7	15.9	30.0	0.0
Incr Delay (d2), s/veh	60.1	0.1	2.4	0.4	4.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	24.4	0.0	3.6	4.2	6.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	83.7	14.4	22.1	16.3	34.5	0.0
LnGrp LOS	F	B	C	B	C	A
Approach Vol, veh/h	868			635	341	
Approach Delay, s/veh	77.2			18.9	34.5	
Approach LOS	E			B	C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		42.2		40.0	17.4	24.8
Change Period (Y+Rc), s		5.5		5.0	5.5	5.5
Max Green Setting (Gmax), s		50.0		35.0	35.0	50.0
Max Q Clear Time (g_c+I1), s		13.9		37.0	11.2	17.4
Green Ext Time (p_c), s		2.1		0.0	0.8	1.9

Intersection Summary						
HCM 6th Ctrl Delay			49.2			
HCM 6th LOS			D			

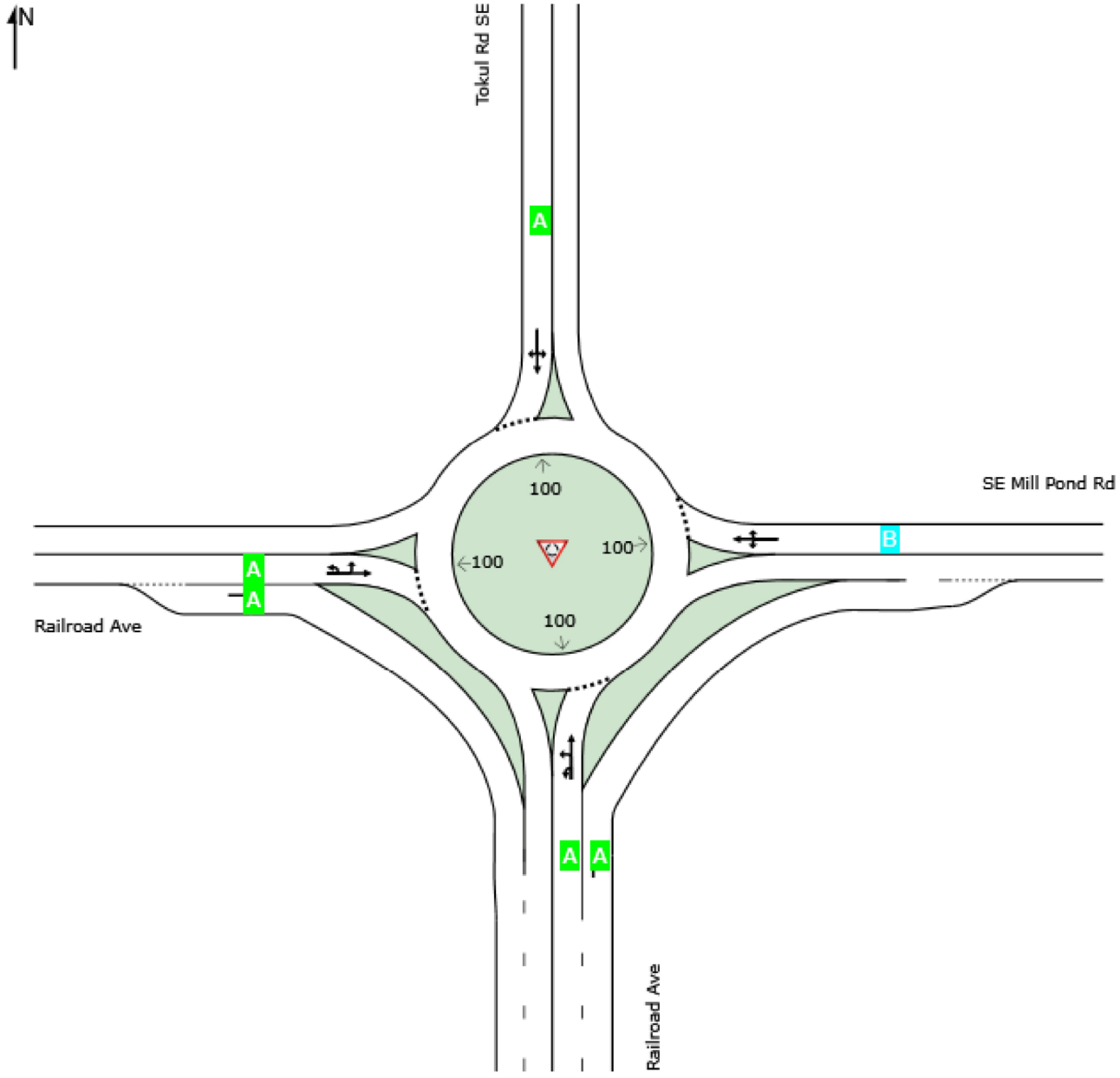
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 16 [2032 With Redevelopment Alternative 2 - AM Peak Hour (Site Folder: General)]

Snoqualmie Mill - Railroad Ave & Tokul Rd SE & SE Mill Pond Rd
Site Category: (None)
Roundabout

	Approaches				Intersection
	South	East	North	West	
LOS	A	B	A	A	A



MOVEMENT SUMMARY

Site: 16 [2032 With Redevelopment Alternative 2 - AM Peak Hour (Site Folder: General)]

Snoqualmie Mill - Railroad Ave & Tokul Rd SE & SE Mill Pond Rd
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Railroad Ave														
1	U	1	0.0	1	0.0	0.367	13.2	LOS B	2.3	62.1	0.48	0.66	0.48	33.1
379	L2	406	8.9	478	8.9	0.367	9.8	LOS A	2.3	62.1	0.48	0.66	0.48	31.1
7	T1	8	25.0	9	25.0	0.367	5.5	LOS A	2.3	62.1	0.48	0.66	0.48	32.0
24	R2	497	8.6	585	8.6	0.379	4.5	LOS A	0.0	0.0	0.00	0.45	0.00	36.9
Approach		912	8.9	1073	8.9	0.379	6.9	LOS A	2.3	62.1	0.22	0.54	0.22	33.9
East: SE Mill Pond Rd														
28	L2	133	27.3	156	27.3	0.352	13.8	LOS B	2.0	63.4	0.69	0.82	0.69	33.0
40	T1	72	41.3	85	41.3	0.352	8.6	LOS A	2.0	63.4	0.69	0.82	0.69	33.1
0	R2	1	0.0	1	0.0	0.352	6.5	LOS A	2.0	63.4	0.69	0.82	0.69	32.8
Approach		206	32.1	242	32.1	0.352	11.9	LOS B	2.0	63.4	0.69	0.82	0.69	33.0
North: Tokul Rd SE														
0	L2	8	0.0	9	0.0	0.049	13.9	LOS B	0.3	7.2	0.71	0.68	0.71	35.0
10	T1	12	0.0	14	0.0	0.049	8.0	LOS A	0.3	7.2	0.71	0.68	0.71	34.9
11	R2	13	0.0	15	0.0	0.049	8.0	LOS A	0.3	7.2	0.71	0.68	0.71	33.9
Approach		33	0.0	39	0.0	0.049	9.4	LOS A	0.3	7.2	0.71	0.68	0.71	34.5
West: Railroad Ave														
1	U	1	0.0	1	0.0	0.182	12.8	LOS B	1.0	27.5	0.39	0.45	0.39	37.8
2	L2	2	0.0	2	0.0	0.182	10.4	LOS B	1.0	27.5	0.39	0.45	0.39	36.8
77	T1	211	7.7	248	7.7	0.182	4.6	LOS A	1.0	27.5	0.39	0.45	0.39	36.6
372	R2	410	5.9	482	5.9	0.305	3.7	LOS A	0.0	0.0	0.00	0.45	0.00	37.0
Approach		624	6.5	734	6.5	0.305	4.1	LOS A	1.0	27.5	0.13	0.45	0.13	36.8
All Vehicles		1775	10.6	2088	10.6	0.379	6.5	LOS A	2.3	63.4	0.25	0.55	0.25	34.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	100	4	20	31	3	24
Future Volume (vph)	100	4	20	31	3	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45		35			35
Link Distance (ft)	458		1466			541
Travel Time (s)	6.9		28.6			10.5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	0%	10%	3%	0%	4%
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

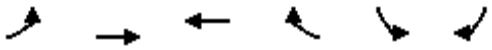
Intersection	
Int Delay, s/veh	5.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	100	4	20	31	3	24
Future Vol, veh/h	100	4	20	31	3	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	0	10	3	0	4
Mvmt Flow	105	4	21	33	3	25

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	69	38	0	0	54	0
Stage 1	38	-	-	-	-	-
Stage 2	31	-	-	-	-	-
Critical Hdwy	6.42	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	936	1040	-	-	1564	-
Stage 1	984	-	-	-	-	-
Stage 2	992	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	934	1040	-	-	1564	-
Mov Cap-2 Maneuver	934	-	-	-	-	-
Stage 1	984	-	-	-	-	-
Stage 2	990	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	938	1564	-
HCM Lane V/C Ratio	-	-	0.117	0.002	-
HCM Control Delay (s)	-	-	9.3	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	112	38	98	26	14	91
Future Volume (vph)	112	38	98	26	14	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		35	35		40	
Link Distance (ft)		502	1466		916	
Travel Time (s)		9.8	28.6		15.6	
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69
Heavy Vehicles (%)	1%	5%	2%	4%	7%	2%
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	112	38	98	26	14	91
Future Vol, veh/h	112	38	98	26	14	91
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	69	69	69	69	69	69
Heavy Vehicles, %	1	5	2	4	7	2
Mvmt Flow	162	55	142	38	20	132

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	180	0	-	0	540	161
Stage 1	-	-	-	-	161	-
Stage 2	-	-	-	-	379	-
Critical Hdwy	4.11	-	-	-	6.47	6.22
Critical Hdwy Stg 1	-	-	-	-	5.47	-
Critical Hdwy Stg 2	-	-	-	-	5.47	-
Follow-up Hdwy	2.209	-	-	-	3.563	3.318
Pot Cap-1 Maneuver	1402	-	-	-	494	884
Stage 1	-	-	-	-	856	-
Stage 2	-	-	-	-	681	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1402	-	-	-	435	884
Mov Cap-2 Maneuver	-	-	-	-	435	-
Stage 1	-	-	-	-	754	-
Stage 2	-	-	-	-	681	-

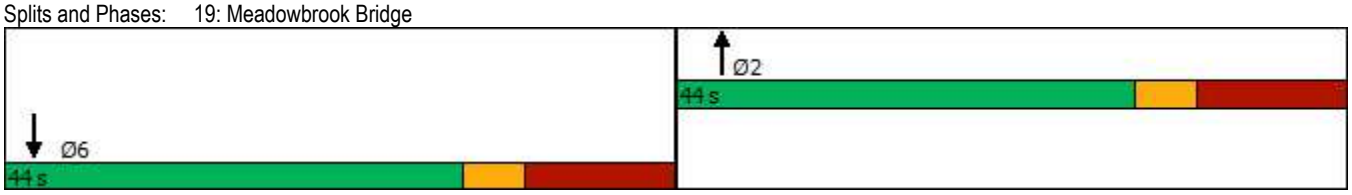
Approach	EB	WB	SB
HCM Control Delay, s	5.9	0	10.8
HCM LOS			B

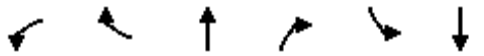
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1402	-	-	-	777
HCM Lane V/C Ratio	0.116	-	-	-	0.196
HCM Control Delay (s)	7.9	0	-	-	10.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.4	-	-	-	0.7

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	150	0	0	189
Future Volume (vph)	0	0	150	0	0	189
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Right Turn on Red		Yes		Yes		
Link Speed (mph)	30		30			30
Link Distance (ft)	150		304			249
Travel Time (s)	3.4		6.9			5.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	2%	0%	0%	3%
Shared Lane Traffic (%)						
Turn Type			NA			NA
Protected Phases			2			6
Permitted Phases						
Detector Phase			2			6
Switch Phase						
Minimum Initial (s)			5.0			5.0
Minimum Split (s)			19.0			19.0
Total Split (s)			44.0			44.0
Total Split (%)			50.0%			50.0%
Yellow Time (s)			4.0			4.0
All-Red Time (s)			10.0			10.0
Lost Time Adjust (s)			0.0			0.0
Total Lost Time (s)			14.0			14.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode			None			None

Intersection Summary	
Area Type:	Other
Cycle Length: 88	
Actuated Cycle Length: 43.9	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	

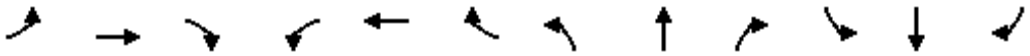
Splits and Phases: 19: Meadowbrook Bridge





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑			↑
Traffic Volume (vph)	0	0	150	0	0	189
Future Volume (vph)	0	0	150	0	0	189
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			14.0			14.0
Lane Util. Factor			1.00			1.00
Frt			1.00			1.00
Flt Protected			1.00			1.00
Satd. Flow (prot)			1863			1845
Flt Permitted			1.00			1.00
Satd. Flow (perm)			1863			1845
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	163	0	0	205
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	163	0	0	205
Heavy Vehicles (%)	0%	0%	2%	0%	0%	3%
Turn Type			NA			NA
Protected Phases			2			6
Permitted Phases						
Actuated Green, G (s)			6.9			9.8
Effective Green, g (s)			6.9			9.8
Actuated g/C Ratio			0.15			0.22
Clearance Time (s)			14.0			14.0
Vehicle Extension (s)			2.0			2.0
Lane Grp Cap (vph)			287			404
v/s Ratio Prot			c0.09			c0.11
v/s Ratio Perm						
v/c Ratio			0.57			0.51
Uniform Delay, d1			17.5			15.3
Progression Factor			1.00			1.00
Incremental Delay, d2			1.5			0.4
Delay (s)			19.1			15.7
Level of Service			B			B
Approach Delay (s)	0.0		19.1			15.7
Approach LOS	A		B			B

Intersection Summary			
HCM 2000 Control Delay	17.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	44.7	Sum of lost time (s)	28.0
Intersection Capacity Utilization	21.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	122	10	48	62	20	4	121	65	33	65	12
Future Volume (vph)	9	122	10	48	62	20	4	121	65	33	65	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		505			663			790			216	
Travel Time (s)		13.8			18.1			21.5			5.9	
Confl. Peds. (#/hr)	5		1			4	1			4		5
Peak Hour Factor	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49
Heavy Vehicles (%)	0%	7%	10%	10%	11%	0%	0%	1%	5%	3%	3%	0%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	17.1
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	122	10	48	62	20	4	121	65	33	65	12
Future Vol, veh/h	9	122	10	48	62	20	4	121	65	33	65	12
Peak Hour Factor	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49
Heavy Vehicles, %	0	7	10	10	11	0	0	1	5	3	3	0
Mvmt Flow	18	249	20	98	127	41	8	247	133	67	133	24
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

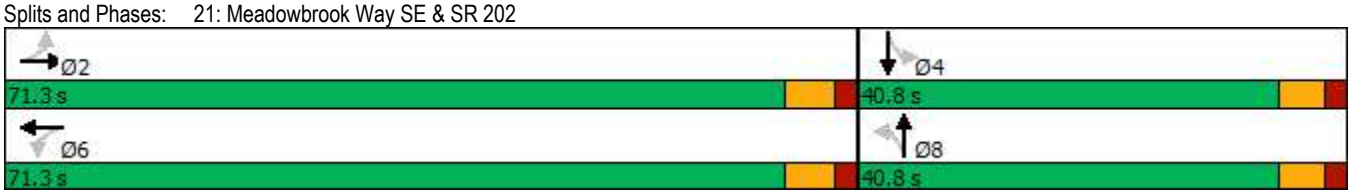
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	16.3	16.2	19.9	14.5
HCM LOS	C	C	C	B

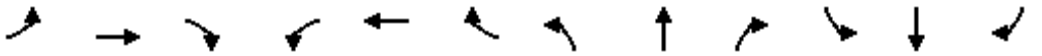
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	6%	37%	30%
Vol Thru, %	64%	87%	48%	59%
Vol Right, %	34%	7%	15%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	190	141	130	110
LT Vol	4	9	48	33
Through Vol	121	122	62	65
RT Vol	65	10	20	12
Lane Flow Rate	388	288	265	224
Geometry Grp	1	1	1	1
Degree of Util (X)	0.653	0.517	0.494	0.416
Departure Headway (Hd)	6.065	6.474	6.697	6.666
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	593	555	536	537
Service Time	4.131	4.548	4.769	4.744
HCM Lane V/C Ratio	0.654	0.519	0.494	0.417
HCM Control Delay	19.9	16.3	16.2	14.5
HCM Lane LOS	C	C	C	B
HCM 95th-tile Q	4.8	2.9	2.7	2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	293	58	10	319	60	81	97	22	19	65	12
Future Volume (vph)	20	293	58	10	319	60	81	97	22	19	65	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	0		0	150		0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			40			35			25	
Link Distance (ft)		615			663			738			518	
Travel Time (s)		14.0			11.3			14.4			14.1	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Heavy Vehicles (%)	5%	10%	10%	0%	9%	0%	6%	1%	0%	0%	3%	24%
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	33.3	33.3		30.3	30.3		32.8	32.8		32.8	32.8	
Total Split (s)	71.3	71.3		71.3	71.3		40.8	40.8		40.8	40.8	
Total Split (%)	63.6%	63.6%		63.6%	63.6%		36.4%	36.4%		36.4%	36.4%	
Yellow Time (s)	4.3	4.3		4.3	4.3		3.8	3.8		3.8	3.8	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	6.3	6.3		6.3	6.3			5.8		5.8	5.8	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	

Intersection Summary	
Area Type:	Other
Cycle Length: 112.1	
Actuated Cycle Length: 51	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 21: Meadowbrook Way SE & SR 202





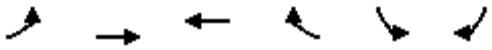
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	293	58	10	319	60	81	97	22	19	65	12
Future Volume (veh/h)	20	293	58	10	319	60	81	97	22	19	65	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		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	1826	1752	1752	1900	1767	1900	1811	1885	1900	1900	1856	1544
Adj Flow Rate, veh/h	27	396	78	14	431	81	109	131	30	26	88	16
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Percent Heavy Veh, %	5	10	10	0	9	0	6	1	0	0	3	24
Cap, veh/h	363	624	123	396	634	119	258	221	43	509	373	68
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	867	1421	280	934	1446	272	513	904	177	1245	1528	278
Grp Volume(v), veh/h	27	0	474	14	0	512	270	0	0	26	0	104
Grp Sat Flow(s),veh/h/ln	867	0	1701	934	0	1718	1595	0	0	1245	0	1806
Q Serve(g_s), s	1.0	0.0	8.3	0.5	0.0	9.1	4.0	0.0	0.0	0.0	0.0	1.8
Cycle Q Clear(g_c), s	10.1	0.0	8.3	8.7	0.0	9.1	5.8	0.0	0.0	0.6	0.0	1.8
Prop In Lane	1.00		0.16	1.00		0.16	0.40		0.11	1.00		0.15
Lane Grp Cap(c), veh/h	363	0	746	396	0	753	521	0	0	509	0	440
V/C Ratio(X)	0.07	0.00	0.64	0.04	0.00	0.68	0.52	0.00	0.00	0.05	0.00	0.24
Avail Cap(c_a), veh/h	1461	0	2902	1580	0	2930	1580	0	0	1349	0	1658
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.6	0.0	8.3	11.7	0.0	8.6	13.0	0.0	0.0	11.1	0.0	11.6
Incr Delay (d2), s/veh	0.1	0.0	1.1	0.0	0.0	1.3	0.8	0.0	0.0	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	2.2	0.1	0.0	2.2	1.7	0.0	0.0	0.1	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.7	0.0	9.4	11.8	0.0	9.9	13.8	0.0	0.0	11.1	0.0	11.8
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	B
Approach Vol, veh/h		501			526			270			130	
Approach Delay, s/veh		9.6			9.9			13.8			11.7	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	23.0	15.1	23.0	15.1
Change Period (Y+Rc), s	6.3	* 5.8	6.3	* 5.8
Max Green Setting (Gmax), s	65.0	* 35	65.0	* 35
Max Q Clear Time (g_c+I1), s	12.1	3.8	11.1	7.8
Green Ext Time (p_c), s	4.7	0.7	4.5	1.6

Intersection Summary	
HCM 6th Ctrl Delay	10.7
HCM 6th LOS	B

Notes

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



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	41	230	267	15	29	157
Future Volume (vph)	41	230	267	15	29	157
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		35	35		25	
Link Distance (ft)		158	180		181	
Travel Time (s)		3.1	3.5		4.9	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	2%	4%	3%	0%	0%	4%
Shared Lane Traffic (%)						
Sign Control		Stop	Stop		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Intersection Delay, s/veh	11.8
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	41	230	267	15	29	157
Future Vol, veh/h	41	230	267	15	29	157
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	4	3	0	0	4
Mvmt Flow	50	280	326	18	35	191
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	12.2	12.3	10.4
HCM LOS	B	B	B

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	0%	16%
Vol Thru, %	85%	95%	0%
Vol Right, %	0%	5%	84%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	271	282	186
LT Vol	41	0	29
Through Vol	230	267	0
RT Vol	0	15	157
Lane Flow Rate	330	344	227
Geometry Grp	1	1	1
Degree of Util (X)	0.454	0.467	0.314
Departure Headway (Hd)	4.945	4.888	4.978
Convergence, Y/N	Yes	Yes	Yes
Cap	720	729	712
Service Time	3.036	2.977	3.072
HCM Lane V/C Ratio	0.458	0.472	0.319
HCM Control Delay	12.2	12.3	10.4
HCM Lane LOS	B	B	B
HCM 95th-tile Q	2.4	2.5	1.3

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	43	381	193	71	200	57
Future Volume (vph)	43	381	193	71	200	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	450	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Link Speed (mph)	35		50			50
Link Distance (ft)	158		253			593
Travel Time (s)	3.1		3.5			8.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	9%	3%	4%	4%	3%	14%
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	4.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	43	381	193	71	200	57
Future Vol, veh/h	43	381	193	71	200	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	Free	-	None
Storage Length	0	0	-	0	450	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	3	4	4	3	14
Mvmt Flow	47	414	210	77	217	62

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	706	-	0	-	210	0
Stage 1	210	-	-	-	-	-
Stage 2	496	-	-	-	-	-
Critical Hdwy	6.49	-	-	-	4.13	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.581	-	-	-	2.227	-
Pot Cap-1 Maneuver	392	0	-	0	1355	-
Stage 1	809	0	-	0	-	-
Stage 2	598	0	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	329	-	-	-	1355	-
Mov Cap-2 Maneuver	416	-	-	-	-	-
Stage 1	809	-	-	-	-	-
Stage 2	502	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.7	0	6.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	416	-	1355	-
HCM Lane V/C Ratio	-	0.112	-	0.16	-
HCM Control Delay (s)	-	14.7	0	8.2	-
HCM Lane LOS	-	B	A	A	-
HCM 95th %tile Q(veh)	-	0.4	-	0.6	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	2	126	80	12	583	134
Future Volume (vph)	2	126	80	12	583	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	25		35			35
Link Distance (ft)	804		935			756
Travel Time (s)	21.9		18.2			14.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	22%	46%	0%	6%	19%
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	7.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	126	80	12	583	134
Future Vol, veh/h	2	126	80	12	583	134
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	22	46	0	6	19
Mvmt Flow	2	137	87	13	634	146

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1508	94	0	0	100	0
Stage 1	94	-	-	-	-	-
Stage 2	1414	-	-	-	-	-
Critical Hdwy	6.4	6.42	-	-	4.16	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.498	-	-	2.254	-
Pot Cap-1 Maneuver	134	911	-	-	1468	-
Stage 1	935	-	-	-	-	-
Stage 2	227	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	71	911	-	-	1468	-
Mov Cap-2 Maneuver	71	-	-	-	-	-
Stage 1	935	-	-	-	-	-
Stage 2	120	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	7.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	769	1468	-
HCM Lane V/C Ratio	-	-	0.181	0.432	-
HCM Control Delay (s)	-	-	10.7	9.3	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.7	2.2	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1	3	89	2	18	118
Future Volume (vph)	1	3	89	2	18	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	25		35			35
Link Distance (ft)	796		476			935
Travel Time (s)	21.7		9.3			18.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	42%	0%	0%	22%
Shared Lane Traffic (%)						
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

Intersection	
Intersection Delay, s/veh	4.4
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	4	99	148
Demand Flow Rate, veh/h	4	140	176
Vehicles Circulating, veh/h	138	20	1
Vehicles Exiting, veh/h	22	157	141
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.0	4.7	4.2
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	4	140	176
Cap Entry Lane, veh/h	1199	1352	1378
Entry HV Adj Factor	1.000	0.708	0.840
Flow Entry, veh/h	4	99	148
Cap Entry, veh/h	1199	958	1158
V/C Ratio	0.003	0.104	0.128
Control Delay, s/veh	3.0	4.7	4.2
LOS	A	A	A
95th %tile Queue, veh	0	0	0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	91	0	0	119
Future Volume (vph)	0	0	91	0	0	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	25		35			35
Link Distance (ft)	769		376			476
Travel Time (s)	21.0		7.3			9.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	41%	0%	0%	22%
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	91	0	0	119
Future Vol, veh/h	0	0	91	0	0	119
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	41	0	0	22
Mvmt Flow	0	0	99	0	0	129

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	228	99	0	0	99	0
Stage 1	99	-	-	-	-	-
Stage 2	129	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	765	962	-	-	1507	-
Stage 1	930	-	-	-	-	-
Stage 2	902	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	765	962	-	-	1507	-
Mov Cap-2 Maneuver	765	-	-	-	-	-
Stage 1	930	-	-	-	-	-
Stage 2	902	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1507	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	91	0	0	119
Future Volume (vph)	0	0	91	0	0	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	25		35			35
Link Distance (ft)	721		317			376
Travel Time (s)	19.7		6.2			7.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	41%	0%	0%	22%
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	91	0	0	119
Future Vol, veh/h	0	0	91	0	0	119
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	41	0	0	22
Mvmt Flow	0	0	99	0	0	129

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	228	99	0	0	99	0
Stage 1	99	-	-	-	-	-
Stage 2	129	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	765	962	-	-	1507	-
Stage 1	930	-	-	-	-	-
Stage 2	902	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	765	962	-	-	1507	-
Mov Cap-2 Maneuver	765	-	-	-	-	-
Stage 1	930	-	-	-	-	-
Stage 2	902	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1507	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	16	0	91	89	0	119
Future Volume (vph)	16	0	91	89	0	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	25		35			35
Link Distance (ft)	701		575			216
Travel Time (s)	19.1		11.2			4.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	41%	0%	0%	22%
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

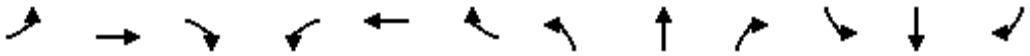
Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	0	91	89	0	119
Future Vol, veh/h	16	0	91	89	0	119
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	41	0	0	22
Mvmt Flow	17	0	99	97	0	129

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	277	148	0	0	196	0
Stage 1	148	-	-	-	-	-
Stage 2	129	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	717	904	-	-	1389	-
Stage 1	884	-	-	-	-	-
Stage 2	902	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	717	904	-	-	1389	-
Mov Cap-2 Maneuver	717	-	-	-	-	-
Stage 1	884	-	-	-	-	-
Stage 2	902	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	717	1389	-
HCM Lane V/C Ratio	-	-	0.024	-	-
HCM Control Delay (s)	-	-	10.1	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	0	40	1	0	2	7	1233	0	0	1052	10
Future Volume (vph)	14	0	40	1	0	2	7	1233	0	0	1052	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			10%			10%	
Storage Length (ft)	0		0	0		0	125		0	25		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		989			884			878			457	
Travel Time (s)		27.0			24.1			20.0			10.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	3%	0%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	0	40	1	0	2	7	1233	0	0	1052	10
Future Vol, veh/h	14	0	40	1	0	2	7	1233	0	0	1052	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	125	-	-	25	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	10	-	-	10	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	3	0	0	3	0
Mvmt Flow	15	0	42	1	0	2	7	1298	0	0	1107	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1776	2425	559	1866	2430	649	1118	0	0	1298	0	0
Stage 1	1113	1113	-	1312	1312	-	-	-	-	-	-	-
Stage 2	663	1312	-	554	1118	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	53	33	478	46	32	417	632	-	-	540	-	-
Stage 1	226	286	-	170	230	-	-	-	-	-	-	-
Stage 2	422	230	-	489	285	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	52	33	478	42	32	417	632	-	-	540	-	-
Mov Cap-2 Maneuver	52	33	-	42	32	-	-	-	-	-	-	-
Stage 1	224	286	-	168	227	-	-	-	-	-	-	-
Stage 2	415	227	-	446	285	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	41.8	40.3	0.1	0
HCM LOS	E	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	632	-	-	153	105	540	-	-
HCM Lane V/C Ratio	0.012	-	-	0.372	0.03	-	-	-
HCM Control Delay (s)	10.8	-	-	41.8	40.3	0	-	-
HCM Lane LOS	B	-	-	E	E	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1.6	0.1	0	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	25	61	1131	45	39	1032
Future Volume (vph)	25	61	1131	45	39	1032
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Link Speed (mph)	30		40			40
Link Distance (ft)	346		677			718
Travel Time (s)	7.9		11.5			12.2
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	4%	0%	3%	0%	0%	3%
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	61	1131	45	39	1032
Future Vol, veh/h	25	61	1131	45	39	1032
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	200	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	4	0	3	0	0	3
Mvmt Flow	28	69	1285	51	44	1173

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1986	668	0	0	1336	0
Stage 1	1311	-	-	-	-	-
Stage 2	675	-	-	-	-	-
Critical Hdwy	6.88	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.88	-	-	-	-	-
Critical Hdwy Stg 2	5.88	-	-	-	-	-
Follow-up Hdwy	3.54	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	52	405	-	-	523	-
Stage 1	213	-	-	-	-	-
Stage 2	462	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	48	405	-	-	523	-
Mov Cap-2 Maneuver	148	-	-	-	-	-
Stage 1	213	-	-	-	-	-
Stage 2	423	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.3	0	0.5
HCM LOS	C		

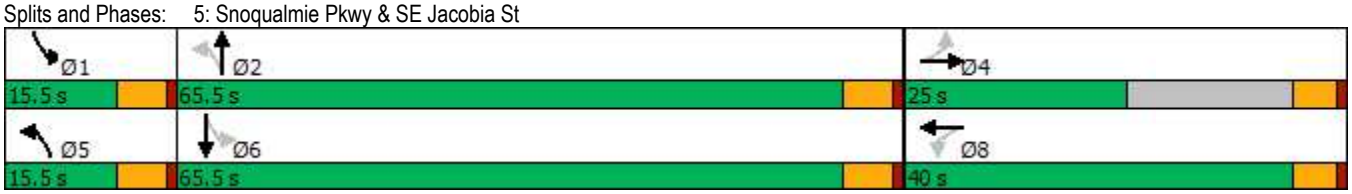
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	148	405	523	-
HCM Lane V/C Ratio	-	-	0.192	0.171	0.085	-
HCM Control Delay (s)	-	-	35	15.7	12.5	-
HCM Lane LOS	-	-	E	C	B	-
HCM 95th %tile Q(veh)	-	-	0.7	0.6	0.3	-

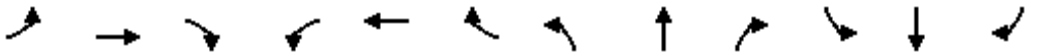
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	8	66	31	1	47	113	1016	88	72	945	20
Future Volume (vph)	19	8	66	31	1	47	113	1016	88	72	945	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		0	150		0	250		0	250		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		653			474			718			617	
Travel Time (s)		17.8			12.9			12.2			10.5	
Confl. Peds. (#/hr)	2		2	2		2	1					1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%	0%	3%	0%	1%	3%	0%
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	15.0		5.0	16.0	
Minimum Split (s)	34.0	34.0		34.0	34.0		10.5	22.5		10.5	22.5	
Total Split (s)	25.0	25.0		40.0	40.0		15.5	65.5		15.5	65.5	
Total Split (%)	20.7%	20.7%		33.1%	33.1%		12.8%	54.1%		12.8%	54.1%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.5	5.5		5.5	5.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	

Intersection Summary

Area Type: Other
Cycle Length: 121
Actuated Cycle Length: 65.3
Natural Cycle: 80
Control Type: Actuated-Uncoordinated

Splits and Phases: 5: Snoqualmie Pkwy & SE Jacobia St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	8	66	31	1	47	113	1016	88	72	945	20
Future Volume (veh/h)	19	8	66	31	1	47	113	1016	88	72	945	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	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	1900	1900	1870	1900	1900	1900	1900	1856	1900	1885	1856	1900
Adj Flow Rate, veh/h	20	9	70	33	1	50	120	1081	94	77	1005	21
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	2	0	0	0	0	3	0	1	3	0
Cap, veh/h	251	22	170	227	4	185	450	1745	152	387	1831	38
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.08	0.53	0.53	0.06	0.52	0.52
Sat Flow, veh/h	1369	186	1445	1336	32	1575	1810	3281	285	1795	3531	74
Grp Volume(v), veh/h	20	0	79	33	0	51	120	580	595	77	502	524
Grp Sat Flow(s),veh/h/ln	1369	0	1631	1336	0	1607	1810	1763	1804	1795	1763	1842
Q Serve(g_s), s	0.7	0.0	2.5	1.3	0.0	1.6	1.6	12.8	12.8	1.0	10.6	10.6
Cycle Q Clear(g_c), s	2.4	0.0	2.5	3.8	0.0	1.6	1.6	12.8	12.8	1.0	10.6	10.6
Prop In Lane	1.00		0.89	1.00		0.98	1.00		0.16	1.00		0.04
Lane Grp Cap(c), veh/h	251	0	191	227	0	189	450	937	959	387	914	955
V/C Ratio(X)	0.08	0.00	0.41	0.15	0.00	0.27	0.27	0.62	0.62	0.20	0.55	0.55
Avail Cap(c_a), veh/h	584	0	588	912	0	1013	638	1906	1950	598	1906	1991
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.4	0.0	22.7	24.5	0.0	22.3	6.2	9.1	9.1	6.6	9.0	9.0
Incr Delay (d2), s/veh	0.1	0.0	1.4	0.3	0.0	0.8	0.1	1.0	0.9	0.1	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	1.0	0.4	0.0	0.6	0.4	3.6	3.7	0.3	3.0	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.5	0.0	24.1	24.8	0.0	23.1	6.3	10.0	10.0	6.7	9.7	9.7
LnGrp LOS	C	A	C	C	A	C	A	B	B	A	A	A
Approach Vol, veh/h		99			84			1295			1103	
Approach Delay, s/veh		24.0			23.7			9.7			9.5	
Approach LOS		C			C			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	35.0		11.5	9.7	34.3		11.5				
Change Period (Y+Rc), s	5.5	5.5		5.0	5.5	5.5		5.0				
Max Green Setting (Gmax), s	10.0	60.0		20.0	10.0	60.0		35.0				
Max Q Clear Time (g_c+I1), s	3.0	14.8		4.5	3.6	12.6		5.8				
Green Ext Time (p_c), s	0.0	14.7		0.4	0.1	11.9		0.4				

Intersection Summary			
HCM 6th Ctrl Delay		10.6	
HCM 6th LOS		B	

Notes

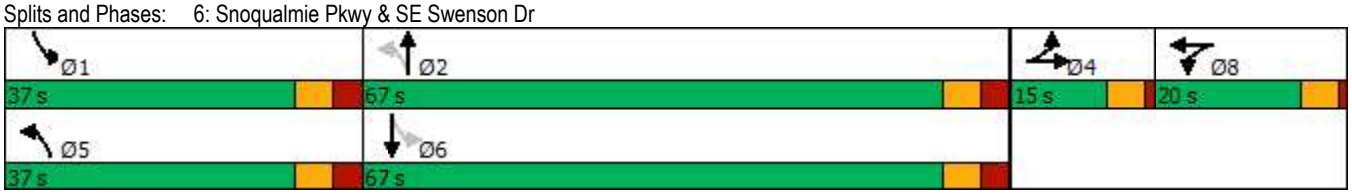
User approved pedestrian interval to be less than phase max green.

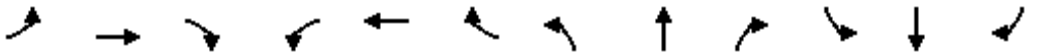
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	15	26	19	10	60	33	918	39	88	1106	82
Future Volume (vph)	85	15	26	19	10	60	33	918	39	88	1106	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	275		0	300		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			No
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		456			320			2254			367	
Travel Time (s)		10.4			7.3			38.4			6.3	
Confl. Peds. (#/hr)			2			9	2					2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%	0%	4%	0%	0%	3%	2%
Shared Lane Traffic (%)												
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases							2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		10.0	10.0		5.0	12.0		5.0	12.0	
Minimum Split (s)	38.0	38.0		38.0	38.0		12.0	28.0		12.0	28.0	
Total Split (s)	15.0	15.0		20.0	20.0		37.0	67.0		37.0	67.0	
Total Split (%)	10.8%	10.8%		14.4%	14.4%		26.6%	48.2%		26.6%	48.2%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		7.0	7.0		7.0	7.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	

Intersection Summary

Area Type: Other
Cycle Length: 139
Actuated Cycle Length: 87.5
Natural Cycle: 140
Control Type: Actuated-Uncoordinated

Splits and Phases: 6: Snoqualmie Pkwy & SE Swenson Dr





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	15	26	19	10	60	33	918	39	88	1106	82
Future Volume (veh/h)	85	15	26	19	10	60	33	918	39	88	1106	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1900	1900	1900	1900	1900	1841	1900	1900	1856	1870
Adj Flow Rate, veh/h	91	16	28	20	11	65	35	987	42	95	1189	88
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	0	0	0	0	0	0	4	0	0	3	2
Cap, veh/h	149	52	91	240	31	184	193	1235	53	277	1290	95
Arrive On Green	0.08	0.08	0.08	0.13	0.13	0.13	0.04	0.36	0.36	0.06	0.39	0.39
Sat Flow, veh/h	1781	617	1080	1810	235	1386	1810	3417	145	1810	3327	246
Grp Volume(v), veh/h	91	0	44	20	0	76	35	505	524	95	629	648
Grp Sat Flow(s),veh/h/ln	1781	0	1697	1810	0	1621	1810	1749	1814	1810	1763	1811
Q Serve(g_s), s	3.3	0.0	1.6	0.6	0.0	2.8	0.8	17.3	17.3	2.1	22.7	22.8
Cycle Q Clear(g_c), s	3.3	0.0	1.6	0.6	0.0	2.8	0.8	17.3	17.3	2.1	22.7	22.8
Prop In Lane	1.00		0.64	1.00		0.86	1.00		0.08	1.00		0.14
Lane Grp Cap(c), veh/h	149	0	142	240	0	215	193	632	656	277	684	702
V/C Ratio(X)	0.61	0.00	0.31	0.08	0.00	0.35	0.18	0.80	0.80	0.34	0.92	0.92
Avail Cap(c_a), veh/h	267	0	254	407	0	364	942	1573	1632	979	1586	1629
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.5	0.0	28.7	25.4	0.0	26.3	15.9	19.1	19.1	14.4	19.4	19.5
Incr Delay (d2), s/veh	1.5	0.0	0.5	0.1	0.0	0.4	0.2	0.9	0.9	0.3	2.3	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.7	0.3	0.0	1.1	0.3	6.2	6.4	0.8	8.3	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.0	0.0	29.2	25.4	0.0	26.7	16.1	20.0	20.0	14.7	21.7	21.8
LnGrp LOS	C	A	C	C	A	C	B	C	B	B	C	C
Approach Vol, veh/h		135			96			1064			1372	
Approach Delay, s/veh		30.4			26.4			19.9			21.3	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	31.1		10.6	9.4	32.9		13.9				
Change Period (Y+Rc), s	7.0	7.0		5.0	7.0	7.0		5.0				
Max Green Setting (Gmax), s	30.0	60.0		10.0	30.0	60.0		15.0				
Max Q Clear Time (g_c+I1), s	4.1	19.3		5.3	2.8	24.8		4.8				
Green Ext Time (p_c), s	0.0	0.9		0.0	0.0	1.1		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		21.3
HCM 6th LOS		C

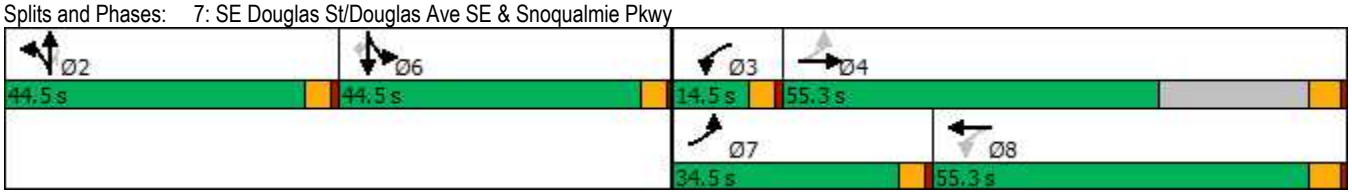
Notes

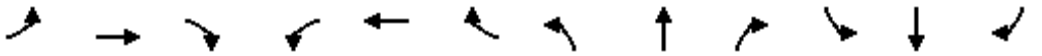
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	316	678	133	56	800	72	253	58	84	79	23	137
Future Volume (vph)	316	678	133	56	800	72	253	58	84	79	23	137
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	175		0	0		150	0		100
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		1285			1065			585			583	
Travel Time (s)		21.9			18.2			16.0			15.9	
Confl. Peds. (#/hr)	5					5						3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	4%	2%	0%	3%	0%	2%	0%	0%	5%	0%	1%
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases	4			8					2			6
Detector Phase	7	4		3	8		2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	35.3		9.5	30.3		36.5	36.5	36.5	36.5	36.5	36.5
Total Split (s)	34.5	55.3		14.5	55.3		44.5	44.5	44.5	44.5	44.5	44.5
Total Split (%)	19.3%	30.9%		8.1%	30.9%		24.9%	24.9%	24.9%	24.9%	24.9%	24.9%
Yellow Time (s)	3.5	4.3		3.5	4.3		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	5.3		4.5	5.3			4.5	4.5		4.5	4.5
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	Min		None	Min		None	None	None	None	None	None

Intersection Summary	
Area Type:	Other
Cycle Length: 178.8	
Actuated Cycle Length: 140.6	
Natural Cycle: 140	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 7: SE Douglas St/Douglas Ave SE & Snoqualmie Pkwy





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	316	678	133	56	800	72	253	58	84	79	23	137
Future Volume (veh/h)	316	678	133	56	800	72	253	58	84	79	23	137
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	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	1885	1841	1870	1900	1856	1900	1870	1900	1900	1826	1900	1885
Adj Flow Rate, veh/h	326	699	137	58	825	74	261	60	27	81	24	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	4	2	0	3	0	2	0	0	5	0	1
Cap, veh/h	411	1286	252	335	1120	100	318	73	345	125	37	142
Arrive On Green	0.14	0.44	0.44	0.04	0.34	0.34	0.21	0.21	0.21	0.09	0.09	0.00
Sat Flow, veh/h	1795	2912	570	1810	3270	293	1485	341	1610	1411	418	1598
Grp Volume(v), veh/h	326	419	417	58	445	454	321	0	27	105	0	0
Grp Sat Flow(s),veh/h/ln	1795	1749	1734	1810	1763	1800	1826	0	1610	1829	0	1598
Q Serve(g_s), s	9.7	15.6	15.6	1.8	19.7	19.7	14.9	0.0	1.2	4.9	0.0	0.0
Cycle Q Clear(g_c), s	9.7	15.6	15.6	1.8	19.7	19.7	14.9	0.0	1.2	4.9	0.0	0.0
Prop In Lane	1.00		0.33	1.00		0.16	0.81		1.00	0.77		1.00
Lane Grp Cap(c), veh/h	411	772	766	335	604	617	392	0	345	163	0	142
V/C Ratio(X)	0.79	0.54	0.54	0.17	0.74	0.74	0.82	0.00	0.08	0.65	0.00	0.00
Avail Cap(c_a), veh/h	764	986	978	462	994	1016	824	0	727	826	0	721
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	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.8	18.2	18.2	17.6	25.6	25.6	33.2	0.0	27.8	39.0	0.0	0.0
Incr Delay (d2), s/veh	3.5	0.9	0.9	0.2	2.5	2.5	4.3	0.0	0.1	4.2	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(50%),veh/ln	3.9	5.9	5.9	0.7	8.1	8.2	7.0	0.0	0.4	2.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.3	19.0	19.0	17.8	28.1	28.1	37.5	0.0	27.9	43.3	0.0	0.0
LnGrp LOS	C	B	B	B	C	C	D	A	C	D	A	A
Approach Vol, veh/h		1162			957			348			105	
Approach Delay, s/veh		19.7			27.5			36.7			43.3	
Approach LOS		B			C			D			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	23.5	8.3	44.4	12.4	17.1	35.7
Change Period (Y+Rc), s	4.5	4.5	5.3	4.5	4.5	5.3
Max Green Setting (Gmax), s	40.0	10.0	50.0	40.0	30.0	50.0
Max Q Clear Time (g_c+I1), s	16.9	3.8	17.6	6.9	11.7	21.7
Green Ext Time (p_c), s	2.2	0.0	8.3	0.6	0.9	8.7

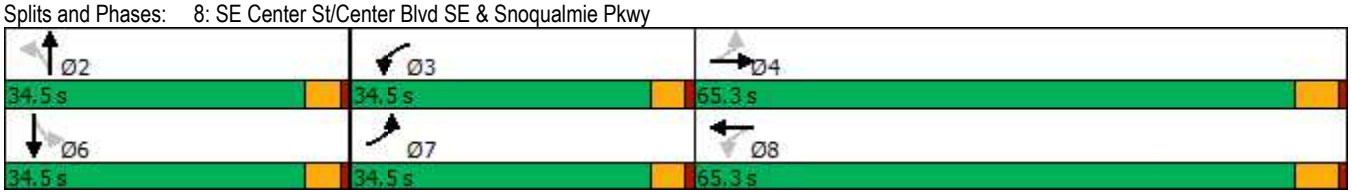
Intersection Summary	
HCM 6th Ctrl Delay	25.8
HCM 6th LOS	C

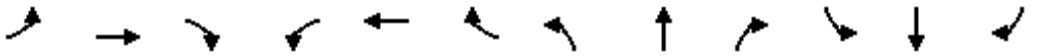
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	226	616	43	115	704	79	97	42	117	96	49	129
Future Volume (vph)	226	616	43	115	704	79	97	42	117	96	49	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	275		0	275		0	150		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		1065			1064			511			626	
Travel Time (s)		18.2			18.1			13.9			17.1	
Confl. Peds. (#/hr)	1					1	7		3	3		7
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	5%	2%	0%	4%	0%	0%	0%	1%	0%	0%	0%
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	34.3		9.5	34.3		36.5	36.5		36.5	36.5	
Total Split (s)	34.5	65.3		34.5	65.3		34.5	34.5		34.5	34.5	
Total Split (%)	25.7%	48.6%		25.7%	48.6%		25.7%	25.7%		25.7%	25.7%	
Yellow Time (s)	3.5	4.3		3.5	4.3		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	5.3		4.5	5.3		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	Min		None	Min		None	None		None	None	

Intersection Summary

Area Type: Other
Cycle Length: 134.3
Actuated Cycle Length: 67.9
Natural Cycle: 85
Control Type: Actuated-Uncoordinated

Splits and Phases: 8: SE Center St/Center Blvd SE & Snoqualmie Pkwy





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	226	616	43	115	704	79	97	42	117	96	49	129
Future Volume (veh/h)	226	616	43	115	704	79	97	42	117	96	49	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	0.99		0.99	0.99		0.99
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	1900	1826	1870	1900	1841	1900	1900	1900	1885	1900	1900	1900
Adj Flow Rate, veh/h	235	642	45	120	733	82	101	44	122	100	51	134
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	5	2	0	4	0	0	0	1	0	0	0
Cap, veh/h	467	1376	96	473	1187	133	326	114	316	342	119	312
Arrive On Green	0.12	0.42	0.42	0.07	0.37	0.37	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1810	3288	230	1810	3171	355	1211	442	1226	1232	461	1210
Grp Volume(v), veh/h	235	338	349	120	404	411	101	0	166	100	0	185
Grp Sat Flow(s),veh/h/ln	1810	1735	1784	1810	1749	1776	1211	0	1668	1232	0	1670
Q Serve(g_s), s	4.3	8.1	8.1	2.2	10.8	10.8	4.4	0.0	4.7	4.2	0.0	5.3
Cycle Q Clear(g_c), s	4.3	8.1	8.1	2.2	10.8	10.8	9.7	0.0	4.7	8.9	0.0	5.3
Prop In Lane	1.00		0.13	1.00		0.20	1.00		0.73	1.00		0.72
Lane Grp Cap(c), veh/h	467	726	747	473	654	665	326	0	430	342	0	431
V/C Ratio(X)	0.50	0.47	0.47	0.25	0.62	0.62	0.31	0.00	0.39	0.29	0.00	0.43
Avail Cap(c_a), veh/h	1199	1815	1867	1285	1830	1859	647	0	873	669	0	874
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	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.0	12.0	12.0	9.7	14.6	14.6	21.8	0.0	17.5	21.2	0.0	17.8
Incr Delay (d2), s/veh	0.8	0.7	0.6	0.3	1.4	1.3	0.5	0.0	0.6	0.5	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	2.6	2.7	0.7	3.7	3.8	1.2	0.0	1.8	1.2	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.9	12.7	12.7	9.9	16.0	15.9	22.3	0.0	18.1	21.7	0.0	18.4
LnGrp LOS	B	B	B	A	B	B	C	A	B	C	A	B
Approach Vol, veh/h		922			935			267			285	
Approach Delay, s/veh		12.2			15.2			19.7			19.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	19.3	8.8	29.3	19.3	11.3	26.8
Change Period (Y+Rc), s	4.5	4.5	5.3	4.5	4.5	5.3
Max Green Setting (Gmax), s	30.0	30.0	60.0	30.0	30.0	60.0
Max Q Clear Time (g_c+I1), s	11.7	4.2	10.1	10.9	6.3	12.8
Green Ext Time (p_c), s	1.3	0.3	6.8	1.4	0.6	8.6

Intersection Summary	
HCM 6th Ctrl Delay	15.1
HCM 6th LOS	B

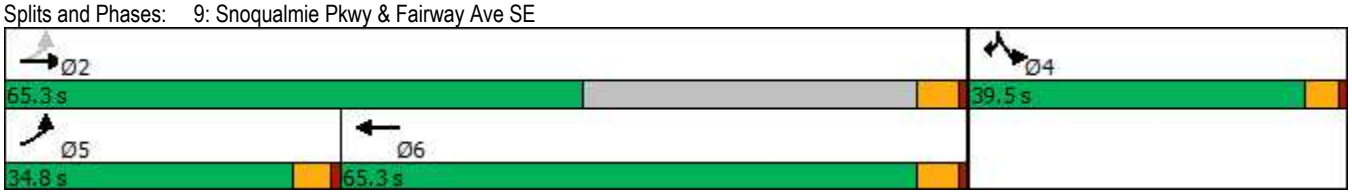
Notes

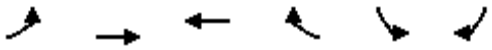
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	199	668	934	121	103	111
Future Volume (vph)	199	668	934	121	103	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	325			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Right Turn on Red				Yes		Yes
Link Speed (mph)		40	40		25	
Link Distance (ft)		1064	278		478	
Travel Time (s)		18.1	4.7		13.0	
Confl. Peds. (#/hr)	5			5	1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	6%	3%	3%	2%	0%
Shared Lane Traffic (%)						
Turn Type	pm+pt	NA	NA		Prot	Prot
Protected Phases	5	2	6		4	4
Permitted Phases	2					
Detector Phase	5	2	6		4	4
Switch Phase						
Minimum Initial (s)	5.0	12.0	12.0		5.0	5.0
Minimum Split (s)	9.8	23.3	26.3		36.5	36.5
Total Split (s)	34.8	65.3	65.3		39.5	39.5
Total Split (%)	24.9%	46.8%	46.8%		28.3%	28.3%
Yellow Time (s)	3.8	4.3	4.3		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.8	5.3	5.3		4.5	4.5
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	None	None		None	None

Intersection Summary	
Area Type:	Other
Cycle Length: 139.6	
Actuated Cycle Length: 80	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 9: Snoqualmie Pkwy & Fairway Ave SE





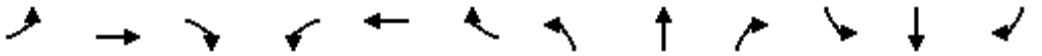
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	199	668	934	121	103	111
Future Volume (veh/h)	199	668	934	121	103	111
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.99	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1885	1811	1856	1856	1870	1900
Adj Flow Rate, veh/h	214	718	1004	130	111	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	6	3	3	2	0
Cap, veh/h	469	2401	1529	198	150	135
Arrive On Green	0.10	0.70	0.49	0.49	0.08	0.00
Sat Flow, veh/h	1795	3532	3230	406	1781	1610
Grp Volume(v), veh/h	214	718	564	570	111	0
Grp Sat Flow(s),veh/h/ln	1795	1721	1763	1780	1781	1610
Q Serve(g_s), s	2.2	3.6	10.8	10.8	2.7	0.0
Cycle Q Clear(g_c), s	2.2	3.6	10.8	10.8	2.7	0.0
Prop In Lane	1.00			0.23	1.00	1.00
Lane Grp Cap(c), veh/h	469	2401	859	868	150	135
V/C Ratio(X)	0.46	0.30	0.66	0.66	0.74	0.00
Avail Cap(c_a), veh/h	1482	4595	2354	2377	1388	1254
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	6.6	2.6	8.7	8.7	20.1	0.0
Incr Delay (d2), s/veh	0.7	0.1	0.9	0.9	7.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.2	2.7	2.8	1.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.3	2.7	9.5	9.5	27.1	0.0
LnGrp LOS	A	A	A	A	C	A
Approach Vol, veh/h		932	1134		111	
Approach Delay, s/veh		3.7	9.5		27.1	
Approach LOS		A	A		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		36.7		8.3	9.5	27.2
Change Period (Y+Rc), s		5.3		4.5	* 4.8	5.3
Max Green Setting (Gmax), s		60.0		35.0	* 30	60.0
Max Q Clear Time (g_c+I1), s		5.6		4.7	4.2	12.8
Green Ext Time (p_c), s		5.4		0.3	0.6	9.1

Intersection Summary	
HCM 6th Ctrl Delay	7.9
HCM 6th LOS	A

Notes

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	641	30	13	899	16	16	1	16	16	1	31
Future Volume (vph)	52	641	30	13	899	16	16	1	16	16	1	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			10%			10%	
Storage Length (ft)	150		0	150		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		458			1686			518			363	
Travel Time (s)		7.8			28.7			14.1			9.9	
Confl. Peds. (#/hr)	8		8	8		8	8		8	8		8
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	5%	0%	0%	3%	6%	0%	0%	0%	0%	0%	6%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	52	641	30	13	899	16	16	1	16	16	1	31
Future Vol, veh/h	52	641	30	13	899	16	16	1	16	16	1	31
Conflicting Peds, #/hr	8	0	8	8	0	8	8	0	8	8	0	8
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	10	-	-	10	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	5	0	0	3	6	0	0	0	0	0	6
Mvmt Flow	59	728	34	15	1022	18	18	1	18	18	1	35

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1048	0	0	770	0	0	1421	1949	397	1560	1957	536
Stage 1	-	-	-	-	-	-	871	871	-	1069	1069	-
Stage 2	-	-	-	-	-	-	550	1078	-	491	888	-
Critical Hdwy	4.1	-	-	4.1	-	-	9.5	8.5	7.9	9.5	8.5	8.02
Critical Hdwy Stg 1	-	-	-	-	-	-	8.5	7.5	-	8.5	7.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	8.5	7.5	-	8.5	7.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.36
Pot Cap-1 Maneuver	672	-	-	854	-	-	45	22	545	33	22	413
Stage 1	-	-	-	-	-	-	195	229	-	133	166	-
Stage 2	-	-	-	-	-	-	362	163	-	406	223	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	667	-	-	847	-	-	36	19	537	28	19	407
Mov Cap-2 Maneuver	-	-	-	-	-	-	36	19	-	28	19	-
Stage 1	-	-	-	-	-	-	176	207	-	120	162	-
Stage 2	-	-	-	-	-	-	320	159	-	353	202	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.1	124.7	154.2
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	63	667	-	-	847	-	-	69
HCM Lane V/C Ratio	0.595	0.089	-	-	0.017	-	-	0.791
HCM Control Delay (s)	124.7	10.9	-	-	9.3	-	-	154.2
HCM Lane LOS	F	B	-	-	A	-	-	F
HCM 95th %tile Q(veh)	2.5	0.3	-	-	0.1	-	-	3.7

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	726	29	27	1030	8	20
Future Volume (vph)	726	29	27	1030	8	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	225		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	40			40	25	
Link Distance (ft)	1686			1131	557	
Travel Time (s)	28.7			19.3	15.2	
Confl. Peds. (#/hr)		1	1		1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	0%	4%	3%	0%	5%
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

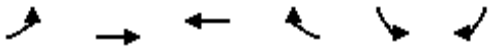
Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	726	29	27	1030	8	20
Future Vol, veh/h	726	29	27	1030	8	20
Conflicting Peds, #/hr	0	1	1	0	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	225	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	0	4	3	0	5
Mvmt Flow	789	32	29	1120	9	22

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	822	0	1425	413
Stage 1	-	-	-	-	806	-
Stage 2	-	-	-	-	619	-
Critical Hdwy	-	-	4.18	-	6.8	7
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.24	-	3.5	3.35
Pot Cap-1 Maneuver	-	-	790	-	129	580
Stage 1	-	-	-	-	405	-
Stage 2	-	-	-	-	505	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	789	-	124	579
Mov Cap-2 Maneuver	-	-	-	-	124	-
Stage 1	-	-	-	-	405	-
Stage 2	-	-	-	-	486	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	19.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	283	-	-	789	-
HCM Lane V/C Ratio	0.108	-	-	0.037	-
HCM Control Delay (s)	19.2	-	-	9.7	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	5	744	1061	7	7	5
Future Volume (vph)	5	744	1061	7	7	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		40	40		25	
Link Distance (ft)		679	1187		393	
Travel Time (s)		11.6	20.2		10.7	
Confl. Peds. (#/hr)	1			1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	7%	3%	0%	0%	0%
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	744	1061	7	7	5
Future Vol, veh/h	5	744	1061	7	7	5
Conflicting Peds, #/hr	1	0	0	1	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	7	3	0	0	0
Mvmt Flow	5	809	1153	8	8	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1162	0	-	0	1574	583
Stage 1	-	-	-	-	1158	-
Stage 2	-	-	-	-	416	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	608	-	-	-	103	461
Stage 1	-	-	-	-	265	-
Stage 2	-	-	-	-	640	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	607	-	-	-	102	460
Mov Cap-2 Maneuver	-	-	-	-	102	-
Stage 1	-	-	-	-	263	-
Stage 2	-	-	-	-	639	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	31.1
HCM LOS			D

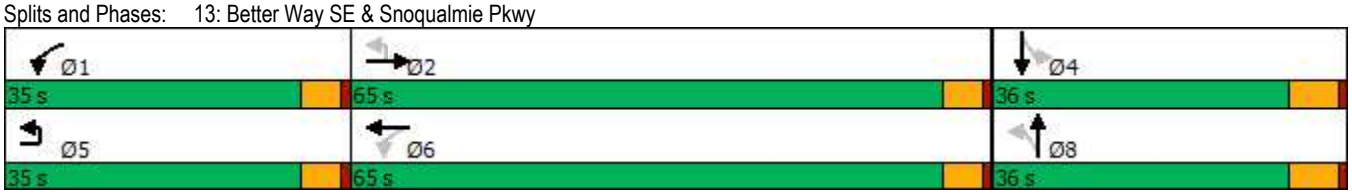
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	607	-	-	-	151
HCM Lane V/C Ratio	0.009	-	-	-	0.086
HCM Control Delay (s)	11	-	-	-	31.1
HCM Lane LOS	B	-	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	704	46	23	1023	0	52	0	24	0	0
Future Volume (vph)	0	0	704	46	23	1023	0	52	0	24	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0	200		0	0		0	0	
Storage Lanes		1		0	1		0	0		0	0	
Taper Length (ft)		25			25			25			25	
Right Turn on Red				Yes			Yes			Yes		
Link Speed (mph)			40			40			25			25
Link Distance (ft)			1187			833			535			291
Travel Time (s)			20.2			14.2			14.6			7.9
Confl. Peds. (#/hr)				4	4			3				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	7%	0%	0%	3%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Turn Type	pm+pt		NA		pm+pt	NA		Perm	NA			
Protected Phases	5		2		1	6			8			4
Permitted Phases	2				6			8			4	
Detector Phase	5		2		1	6		8	8		4	4
Switch Phase												
Minimum Initial (s)	5.0		15.0		5.0	14.0		5.0	5.0		30.0	30.0
Minimum Split (s)	10.0		20.0		10.0	29.0		36.0	36.0		36.0	36.0
Total Split (s)	35.0		65.0		35.0	65.0		36.0	36.0		36.0	36.0
Total Split (%)	25.7%		47.8%		25.7%	47.8%		26.5%	26.5%		26.5%	26.5%
Yellow Time (s)	4.0		4.0		4.0	4.0		5.0	5.0		5.0	5.0
All-Red Time (s)	1.0		1.0		1.0	1.0		1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0			0.0			0.0
Total Lost Time (s)	5.0		5.0		5.0	5.0			6.0			6.0
Lead/Lag	Lead		Lag		Lead	Lag						
Lead-Lag Optimize?	Yes		Yes		Yes	Yes						
Recall Mode	Min		Min		None	None		None	None		None	None

Intersection Summary

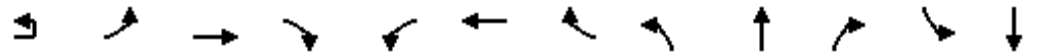
Area Type: Other
Cycle Length: 136
Actuated Cycle Length: 55.8
Natural Cycle: 75
Control Type: Actuated-Uncoordinated

Splits and Phases: 13: Better Way SE & Snoqualmie Pkwy



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Right Turn on Red	Yes
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	3
Peak Hour Factor	0.95
Heavy Vehicles (%)	0%
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	

Intersection Summary



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	0	0	704	46	23	1023	0	52	0	24	0	0
Future Volume (veh/h)	0	0	704	46	23	1023	0	52	0	24	0	0
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00	0.99		0.99	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
Work Zone On Approach			No			No			No			No
Adj Sat Flow, veh/h/ln		0	1796	1900	1900	1856	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h		0	741	48	24	1077	0	55	0	25	0	0
Peak Hour Factor		0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %		0	7	0	0	3	0	0	0	0	0	0
Cap, veh/h		0	1388	90	319	2110	0	263	0	41	0	168
Arrive On Green		0.00	0.43	0.43	0.03	0.60	0.00	0.09	0.00	0.09	0.00	0.00
Sat Flow, veh/h		0	3343	211	1810	3618	0	1015	0	461	0	1900
Grp Volume(v), veh/h		0	389	400	24	1077	0	80	0	0	0	0
Grp Sat Flow(s),veh/h/ln		0	1706	1757	1810	1763	0	1476	0	0	0	1900
Q Serve(g_s), s		0.0	5.9	6.0	0.2	6.2	0.0	1.8	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s		0.0	5.9	6.0	0.2	6.2	0.0	1.8	0.0	0.0	0.0	0.0
Prop In Lane		0.00		0.12	1.00		0.00	0.69		0.31	0.00	
Lane Grp Cap(c), veh/h		0	728	750	319	2110	0	304	0	0	0	168
V/C Ratio(X)		0.00	0.53	0.53	0.08	0.51	0.00	0.26	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h		0	2912	2999	1809	6016	0	1432	0	0	0	1621
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
Upstream Filter(I)		0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh		0.0	7.5	7.5	7.2	4.1	0.0	15.4	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh		0.0	0.6	0.6	0.1	0.2	0.0	0.5	0.0	0.0	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
%ile BackOfQ(50%),veh/ln		0.0	1.3	1.3	0.0	0.5	0.0	0.6	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		0.0	8.1	8.1	7.3	4.3	0.0	15.9	0.0	0.0	0.0	0.0
LnGrp LOS		A	A	A	A	A	A	B	A	A	A	A
Approach Vol, veh/h			789			1101			80			0
Approach Delay, s/veh			8.1			4.3			15.9			0.0
Approach LOS			A			A			B			

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	6.0	20.0		9.1		26.0		9.1				
Change Period (Y+Rc), s	5.0	5.0		6.0		5.0		6.0				
Max Green Setting (Gmax), s	30.0	60.0		30.0		60.0		30.0				
Max Q Clear Time (g_c+I1), s	2.2	8.0		0.0		8.2		3.8				
Green Ext Time (p_c), s	0.0	5.3		0.0		9.5		0.4				

Intersection Summary	
HCM 6th Ctrl Delay	6.3
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	0
Peak Hour Factor	0.95
Percent Heavy Veh, %	0
Cap, veh/h	0
Arrive On Green	0.00
Sat Flow, veh/h	0
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.00
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	A
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	598	0	1	883	0	1
Future Volume (vph)	598	0	1	883	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	150		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	40			40	25	
Link Distance (ft)	646			700	301	
Travel Time (s)	11.0			11.9	8.2	
Confl. Peds. (#/hr)		1	1		1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	0%	0%	3%	0%	0%
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	598	0	1	883	0	1
Future Vol, veh/h	598	0	1	883	0	1
Conflicting Peds, #/hr	0	1	1	0	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	5	0	0	3	0	0
Mvmt Flow	650	0	1	960	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	651	0	1134	327
Stage 1	-	-	-	-	651	-
Stage 2	-	-	-	-	483	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	945	-	199	675
Stage 1	-	-	-	-	486	-
Stage 2	-	-	-	-	592	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	944	-	198	674
Mov Cap-2 Maneuver	-	-	-	-	198	-
Stage 1	-	-	-	-	486	-
Stage 2	-	-	-	-	591	-

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

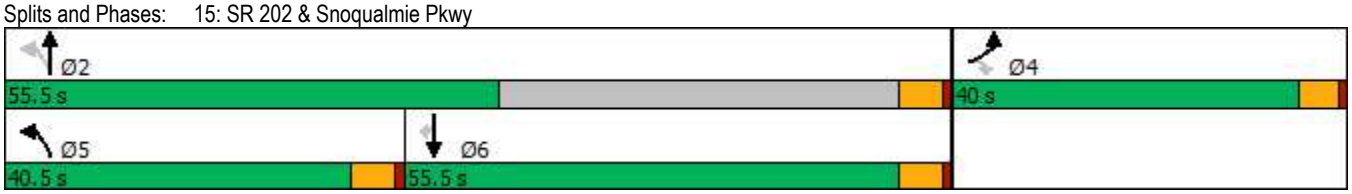
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	674	-	-	944	-
HCM Lane V/C Ratio	0.002	-	-	0.001	-
HCM Control Delay (s)	10.4	-	-	8.8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

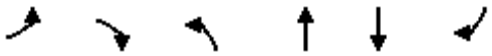
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	295	302	338	276	380	612
Future Volume (vph)	295	302	338	276	380	612
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	300			300
Storage Lanes	1	1	1			1
Taper Length (ft)	25		25			
Right Turn on Red		Yes				Yes
Link Speed (mph)	40			45	45	
Link Distance (ft)	700			1127	949	
Travel Time (s)	11.9			17.1	14.4	
Confl. Peds. (#/hr)		1	1			1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	8%	2%	2%	4%	6%	4%
Shared Lane Traffic (%)						
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	7.0	7.0	5.0	7.0	7.0	7.0
Minimum Split (s)	29.0	29.0	10.5	12.5	35.5	35.5
Total Split (s)	40.0	40.0	40.5	55.5	55.5	55.5
Total Split (%)	29.4%	29.4%	29.8%	40.8%	40.8%	40.8%
Yellow Time (s)	4.0	4.0	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.5	5.5	5.5	5.5
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min

Intersection Summary

Area Type: Other
Cycle Length: 136
Actuated Cycle Length: 98
Natural Cycle: 80
Control Type: Actuated-Uncoordinated

Splits and Phases: 15: SR 202 & Snoqualmie Pkwy





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	295	302	338	276	380	612
Future Volume (veh/h)	295	302	338	276	380	612
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	1781	1870	1870	1841	1811	1841
Adj Flow Rate, veh/h	324	0	371	303	418	317
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	8	2	2	4	6	4
Cap, veh/h	393	367	518	1075	559	481
Arrive On Green	0.23	0.00	0.18	0.58	0.31	0.31
Sat Flow, veh/h	1697	1585	1781	1841	1811	1557
Grp Volume(v), veh/h	324	0	371	303	418	317
Grp Sat Flow(s),veh/h/ln	1697	1585	1781	1841	1811	1557
Q Serve(g_s), s	10.3	0.0	7.2	4.7	11.8	10.1
Cycle Q Clear(g_c), s	10.3	0.0	7.2	4.7	11.8	10.1
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	393	367	518	1075	559	481
V/C Ratio(X)	0.83	0.00	0.72	0.28	0.75	0.66
Avail Cap(c_a), veh/h	1042	974	1294	1616	1590	1367
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.8	0.0	11.0	5.9	17.7	17.1
Incr Delay (d2), s/veh	4.4	0.0	1.9	0.1	2.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.0	2.1	1.1	4.3	3.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.2	0.0	12.9	6.0	19.7	18.6
LnGrp LOS	C	A	B	A	B	B
Approach Vol, veh/h	324			674	735	
Approach Delay, s/veh	25.2			9.8	19.3	
Approach LOS	C			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		38.8		18.2	15.7	23.1
Change Period (Y+Rc), s		5.5		5.0	5.5	5.5
Max Green Setting (Gmax), s		50.0		35.0	35.0	50.0
Max Q Clear Time (g_c+I1), s		6.7		12.3	9.2	13.8
Green Ext Time (p_c), s		1.7		0.9	1.1	3.7

Intersection Summary	
HCM 6th Ctrl Delay	16.7
HCM 6th LOS	B

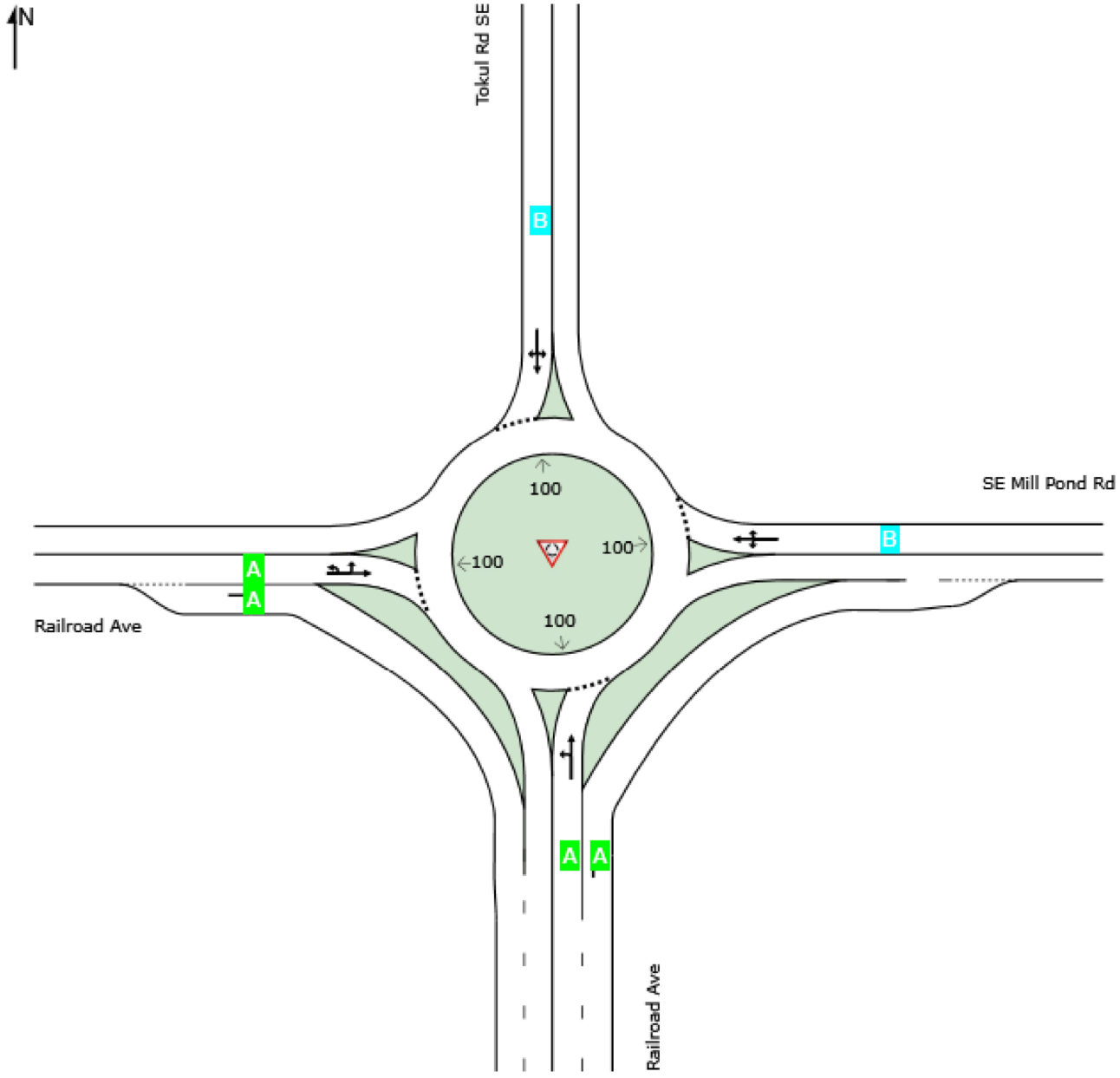
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 16 [2032 With Redevelopment Alternative 2 - PM Peak Hour (Site Folder: General)]

Snoqualmie Mill - Railroad Ave & Tokul Rd SE & SE Mill Pond Rd
Site Category: (None)
Roundabout

	Approaches				Intersection
	South	East	North	West	
LOS	A	B	B	A	B



MOVEMENT SUMMARY

Site: 16 [2032 With Redevelopment Alternative 2 - PM Peak Hour (Site Folder: General)]

Snoqualmie Mill - Railroad Ave & Tokul Rd SE & SE Mill Pond Rd
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Railroad Ave														
379	L2	405	3.0	476	3.0	0.327	8.9	LOS A	2.2	56.3	0.31	0.59	0.31	31.7
7	T1	27	3.7	32	3.7	0.327	4.2	LOS A	2.2	56.3	0.31	0.59	0.31	32.8
24	R2	124	23.9	146	23.9	0.108	4.0	LOS A	0.0	0.0	0.00	0.45	0.00	36.6
Approach		556	7.7	654	7.7	0.327	7.6	LOS A	2.2	56.3	0.24	0.56	0.24	32.7
East: SE Mill Pond Rd														
28	L2	461	5.2	542	5.2	0.802	19.6	LOS B	11.6	303.3	0.94	1.12	1.41	31.0
40	T1	177	8.0	208	8.0	0.802	13.8	LOS B	11.6	303.3	0.94	1.12	1.41	31.0
0	R2	10	0.0	12	0.0	0.802	13.3	LOS B	11.6	303.3	0.94	1.12	1.41	30.3
Approach		648	5.9	762	5.9	0.802	17.9	LOS B	11.6	303.3	0.94	1.12	1.41	31.0
North: Tokul Rd SE														
0	L2	1	0.0	1	0.0	0.128	22.6	LOS C	0.9	24.6	0.99	0.89	0.99	31.2
10	T1	24	4.2	28	4.2	0.128	17.1	LOS B	0.9	24.6	0.99	0.89	0.99	31.1
11	R2	14	7.1	16	7.1	0.128	17.5	LOS B	0.9	24.6	0.99	0.89	0.99	30.2
Approach		39	5.1	46	5.1	0.128	17.4	LOS B	0.9	24.6	0.99	0.89	0.99	30.7
West: Railroad Ave														
6	U	1	0.0	1	0.0	0.102	14.2	LOS B	0.7	18.4	0.69	0.62	0.69	36.4
62	L2	7	0.0	8	0.0	0.102	11.7	LOS B	0.7	18.4	0.69	0.62	0.69	35.5
77	T1	72	15.6	85	15.6	0.102	6.3	LOS A	0.7	18.4	0.69	0.62	0.69	35.1
372	R2	515	4.3	606	4.3	0.377	3.7	LOS A	0.0	0.0	0.00	0.45	0.00	37.0
Approach		595	5.6	700	5.6	0.377	4.2	LOS A	0.7	18.4	0.09	0.47	0.09	36.7
All Vehicles		1838	6.3	2162	6.3	0.802	10.3	LOS B	11.6	303.3	0.46	0.73	0.62	33.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	81	9	20	105	5	31
Future Volume (vph)	81	9	20	105	5	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45		35			35
Link Distance (ft)	458		1466			541
Travel Time (s)	6.9		28.6			10.5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	0%	0%	3%	0%	0%
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

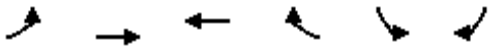
Intersection	
Int Delay, s/veh	3.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	81	9	20	105	5	31
Future Vol, veh/h	81	9	20	105	5	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	0	0	3	0	0
Mvmt Flow	84	9	21	109	5	32

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	118	76	0	0	130	0
Stage 1	76	-	-	-	-	-
Stage 2	42	-	-	-	-	-
Critical Hdwy	6.42	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	878	991	-	-	1468	-
Stage 1	947	-	-	-	-	-
Stage 2	980	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	875	991	-	-	1468	-
Mov Cap-2 Maneuver	875	-	-	-	-	-
Stage 1	947	-	-	-	-	-
Stage 2	977	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	885	1468	-
HCM Lane V/C Ratio	-	-	0.106	0.004	-
HCM Control Delay (s)	-	-	9.5	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	43	89	91	25	40	119
Future Volume (vph)	43	89	91	25	40	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		35	35		40	
Link Distance (ft)		502	1466		916	
Travel Time (s)		9.8	28.6		15.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	1%	0%	3%	0%
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	43	89	91	25	40	119
Future Vol, veh/h	43	89	91	25	40	119
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	1	1	0	3	0
Mvmt Flow	46	95	97	27	43	127

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	124	0	-	0	298	111
Stage 1	-	-	-	-	111	-
Stage 2	-	-	-	-	187	-
Critical Hdwy	4.1	-	-	-	6.43	6.2
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.2	-	-	-	3.527	3.3
Pot Cap-1 Maneuver	1475	-	-	-	691	948
Stage 1	-	-	-	-	911	-
Stage 2	-	-	-	-	843	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1475	-	-	-	668	948
Mov Cap-2 Maneuver	-	-	-	-	668	-
Stage 1	-	-	-	-	881	-
Stage 2	-	-	-	-	843	-

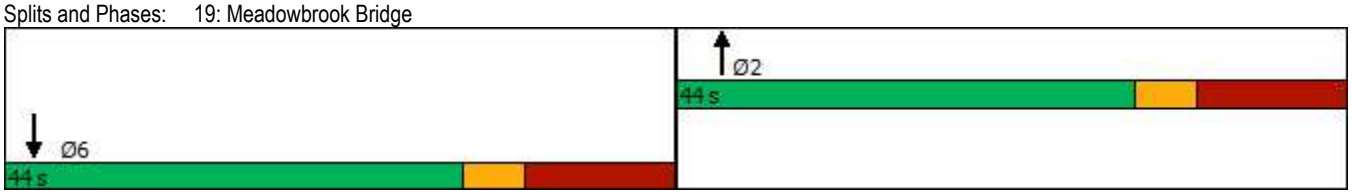
Approach	EB	WB	SB
HCM Control Delay, s	2.4	0	10.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1475	-	-	-	858
HCM Lane V/C Ratio	0.031	-	-	-	0.197
HCM Control Delay (s)	7.5	0	-	-	10.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	132	0	0	210
Future Volume (vph)	0	0	132	0	0	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Right Turn on Red		Yes		Yes		
Link Speed (mph)	30		30			30
Link Distance (ft)	150		304			249
Travel Time (s)	3.4		6.9			5.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Shared Lane Traffic (%)						
Turn Type			NA			NA
Protected Phases			2			6
Permitted Phases						
Detector Phase			2			6
Switch Phase						
Minimum Initial (s)			5.0			5.0
Minimum Split (s)			19.0			19.0
Total Split (s)			44.0			44.0
Total Split (%)			50.0%			50.0%
Yellow Time (s)			4.0			4.0
All-Red Time (s)			10.0			10.0
Lost Time Adjust (s)			0.0			0.0
Total Lost Time (s)			14.0			14.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode			None			None

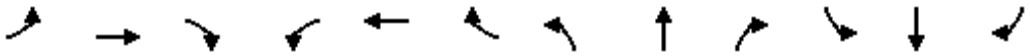
Intersection Summary	
Area Type:	Other
Cycle Length: 88	
Actuated Cycle Length: 43.5	
Natural Cycle: 40	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 19: Meadowbrook Bridge



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑			↑
Traffic Volume (vph)	0	0	132	0	0	210
Future Volume (vph)	0	0	132	0	0	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			14.0			14.0
Lane Util. Factor			1.00			1.00
Frt			1.00			1.00
Flt Protected			1.00			1.00
Satd. Flow (prot)			1881			1881
Flt Permitted			1.00			1.00
Satd. Flow (perm)			1881			1881
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	143	0	0	228
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	143	0	0	228
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Turn Type			NA			NA
Protected Phases			2			6
Permitted Phases						
Actuated Green, G (s)			6.4			10.3
Effective Green, g (s)			6.4			10.3
Actuated g/C Ratio			0.14			0.23
Clearance Time (s)			14.0			14.0
Vehicle Extension (s)			2.0			2.0
Lane Grp Cap (vph)			269			433
v/s Ratio Prot			c0.08			c0.12
v/s Ratio Perm						
v/c Ratio			0.53			0.53
Uniform Delay, d1			17.8			15.1
Progression Factor			1.00			1.00
Incremental Delay, d2			1.0			0.5
Delay (s)			18.8			15.6
Level of Service			B			B
Approach Delay (s)	0.0		18.8			15.6
Approach LOS	A		B			B

Intersection Summary			
HCM 2000 Control Delay	16.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	44.7	Sum of lost time (s)	28.0
Intersection Capacity Utilization	22.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	49	31	35	54	30	13	85	25	26	153	26
Future Volume (vph)	21	49	31	35	54	30	13	85	25	26	153	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		505			663			790			216	
Travel Time (s)		13.8			18.1			21.5			5.9	
Confl. Peds. (#/hr)	5		5	4		4	5		4	4		5
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	5%	4%	3%	0%	2%	0%	0%	1%	0%	0%	2%	0%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	49	31	35	54	30	13	85	25	26	153	26
Future Vol, veh/h	21	49	31	35	54	30	13	85	25	26	153	26
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	5	4	3	0	2	0	0	1	0	0	2	0
Mvmt Flow	25	58	37	42	64	36	15	101	30	31	182	31
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

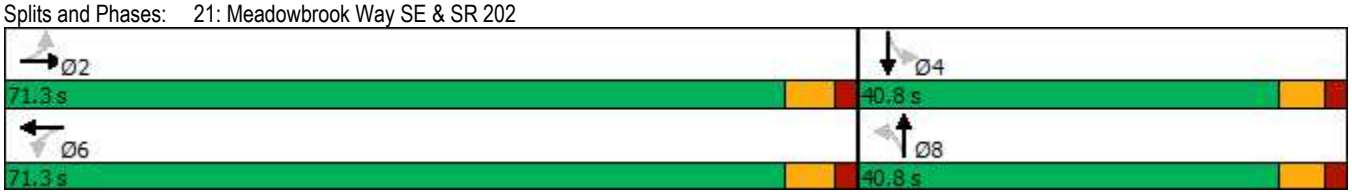
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9	9.1	8.9	9.9
HCM LOS	A	A	A	A

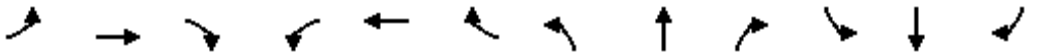
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	21%	29%	13%
Vol Thru, %	69%	49%	45%	75%
Vol Right, %	20%	31%	25%	13%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	123	101	119	205
LT Vol	13	21	35	26
Through Vol	85	49	54	153
RT Vol	25	31	30	26
Lane Flow Rate	146	120	142	244
Geometry Grp	1	1	1	1
Degree of Util (X)	0.193	0.165	0.192	0.316
Departure Headway (Hd)	4.737	4.944	4.882	4.668
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	753	720	730	766
Service Time	2.798	3.011	2.946	2.723
HCM Lane V/C Ratio	0.194	0.167	0.195	0.319
HCM Control Delay	8.9	9	9.1	9.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.6	0.7	1.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	483	117	9	444	32	137	99	24	68	122	27
Future Volume (vph)	19	483	117	9	444	32	137	99	24	68	122	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	0		0	150		0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			40			35			25	
Link Distance (ft)		615			663			738			518	
Travel Time (s)		14.0			11.3			14.4			14.1	
Confl. Peds. (#/hr)	1					1	2					2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	3%	4%	0%	4%	0%	7%	0%	8%	1%	0%	0%
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	33.3	33.3		30.3	30.3		32.8	32.8		32.8	32.8	
Total Split (s)	71.3	71.3		71.3	71.3		40.8	40.8		40.8	40.8	
Total Split (%)	63.6%	63.6%		63.6%	63.6%		36.4%	36.4%		36.4%	36.4%	
Yellow Time (s)	4.3	4.3		4.3	4.3		3.8	3.8		3.8	3.8	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	6.3	6.3		6.3	6.3			5.8		5.8	5.8	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	

Intersection Summary	
Area Type:	Other
Cycle Length: 112.1	
Actuated Cycle Length: 65.9	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 21: Meadowbrook Way SE & SR 202





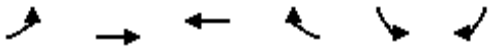
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	483	117	9	444	32	137	99	24	68	122	27
Future Volume (veh/h)	19	483	117	9	444	32	137	99	24	68	122	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1841	1900	1841	1900	1796	1900	1781	1885	1900	1900
Adj Flow Rate, veh/h	20	519	126	10	477	34	147	106	26	73	131	29
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	3	4	0	4	0	7	0	8	1	0	0
Cap, veh/h	388	685	166	288	806	57	275	175	35	475	424	94
Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.47	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	903	1442	350	797	1698	121	585	622	124	1265	1505	333
Grp Volume(v), veh/h	20	0	645	10	0	511	279	0	0	73	0	160
Grp Sat Flow(s),veh/h/ln	903	0	1792	797	0	1819	1331	0	0	1265	0	1839
Q Serve(g_s), s	0.8	0.0	14.7	0.5	0.0	10.2	6.6	0.0	0.0	0.0	0.0	3.4
Cycle Q Clear(g_c), s	11.0	0.0	14.7	15.2	0.0	10.2	10.0	0.0	0.0	2.5	0.0	3.4
Prop In Lane	1.00		0.20	1.00		0.07	0.53		0.09	1.00		0.18
Lane Grp Cap(c), veh/h	388	0	851	288	0	864	486	0	0	475	0	518
V/C Ratio(X)	0.05	0.00	0.76	0.03	0.00	0.59	0.57	0.00	0.00	0.15	0.00	0.31
Avail Cap(c_a), veh/h	1139	0	2341	951	0	2376	1104	0	0	1008	0	1293
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.6	0.0	10.7	17.0	0.0	9.5	16.7	0.0	0.0	13.7	0.0	14.1
Incr Delay (d2), s/veh	0.1	0.0	1.7	0.1	0.0	0.8	1.1	0.0	0.0	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	4.8	0.1	0.0	3.0	2.6	0.0	0.0	0.6	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.6	0.0	12.4	17.0	0.0	10.3	17.7	0.0	0.0	13.9	0.0	14.4
LnGrp LOS	B	A	B	B	A	B	B	A	A	B	A	B
Approach Vol, veh/h		665			521			279			233	
Approach Delay, s/veh		12.5			10.5			17.7			14.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		29.9		19.8		29.9		19.8				
Change Period (Y+Rc), s		6.3		* 5.8		6.3		* 5.8				
Max Green Setting (Gmax), s		65.0		* 35		65.0		* 35				
Max Q Clear Time (g_c+I1), s		16.7		5.4		17.2		12.0				
Green Ext Time (p_c), s		6.9		1.2		4.4		1.7				

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

Notes

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



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	165	265	323	13	2	112
Future Volume (vph)	165	265	323	13	2	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		35	35		25	
Link Distance (ft)		158	180		181	
Travel Time (s)		3.1	3.5		4.9	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	9%	5%	3%	0%	0%	6%
Shared Lane Traffic (%)						
Sign Control		Stop	Stop		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Intersection Delay, s/veh	14.9
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	165	265	323	13	2	112
Future Vol, veh/h	165	265	323	13	2	112
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	9	5	3	0	0	6
Mvmt Flow	190	305	371	15	2	129
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	17.7	13.1	9.7
HCM LOS	C	B	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	38%	0%	2%
Vol Thru, %	62%	96%	0%
Vol Right, %	0%	4%	98%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	430	336	114
LT Vol	165	0	2
Through Vol	265	323	0
RT Vol	0	13	112
Lane Flow Rate	494	386	131
Geometry Grp	1	1	1
Degree of Util (X)	0.674	0.52	0.196
Departure Headway (Hd)	4.912	4.847	5.395
Convergence, Y/N	Yes	Yes	Yes
Cap	727	734	670
Service Time	2.995	2.932	3.395
HCM Lane V/C Ratio	0.68	0.526	0.196
HCM Control Delay	17.7	13.1	9.7
HCM Lane LOS	C	B	A
HCM 95th-tile Q	5.3	3	0.7

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	112	324	131	92	338	273
Future Volume (vph)	112	324	131	92	338	273
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	450	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Link Speed (mph)	35		50			50
Link Distance (ft)	158		253			593
Travel Time (s)	3.1		3.5			8.1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	4%	3%	4%	16%	3%	1%
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	112	324	131	92	338	273
Future Vol, veh/h	112	324	131	92	338	273
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	Free	-	None
Storage Length	0	0	-	0	450	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	3	4	16	3	1
Mvmt Flow	124	360	146	102	376	303

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1201	-	0	-	146	0
Stage 1	146	-	-	-	-	-
Stage 2	1055	-	-	-	-	-
Critical Hdwy	6.44	-	-	-	4.13	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	-	-	-	2.227	-
Pot Cap-1 Maneuver	202	0	-	0	1430	-
Stage 1	876	0	-	0	-	-
Stage 2	332	0	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	149	-	-	-	1430	-
Mov Cap-2 Maneuver	213	-	-	-	-	-
Stage 1	876	-	-	-	-	-
Stage 2	245	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	43.2	0	4.7
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	213	-	1430	-
HCM Lane V/C Ratio	-	0.584	-	0.263	-
HCM Control Delay (s)	-	43.2	0	8.4	-
HCM Lane LOS	-	E	A	A	-
HCM 95th %tile Q(veh)	-	3.3	-	1.1	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	12	560	87	2	139	58
Future Volume (vph)	12	560	87	2	139	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	25		35			35
Link Distance (ft)	804		935			756
Travel Time (s)	21.9		18.2			14.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	4%	16%	0%	27%	7%
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	12

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	560	87	2	139	58
Future Vol, veh/h	12	560	87	2	139	58
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	4	16	0	27	7
Mvmt Flow	13	609	95	2	151	63

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	461	96	0	0	97	0
Stage 1	96	-	-	-	-	-
Stage 2	365	-	-	-	-	-
Critical Hdwy	6.4	6.24	-	-	4.37	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.336	-	-	2.443	-
Pot Cap-1 Maneuver	562	955	-	-	1353	-
Stage 1	933	-	-	-	-	-
Stage 2	707	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	497	955	-	-	1353	-
Mov Cap-2 Maneuver	497	-	-	-	-	-
Stage 1	933	-	-	-	-	-
Stage 2	625	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.1	0	5.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	937	1353	-
HCM Lane V/C Ratio	-	-	0.664	0.112	-
HCM Control Delay (s)	-	-	16.1	8	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	5.2	0.4	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	2	18	71	1	3	67
Future Volume (vph)	2	18	71	1	3	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	25		35			35
Link Distance (ft)	796		476			935
Travel Time (s)	21.7		9.3			18.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	20%	0%	0%	6%
Shared Lane Traffic (%)						
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

Intersection	
Intersection Delay, s/veh	3.4
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	22	78	76
Demand Flow Rate, veh/h	22	93	80
Vehicles Circulating, veh/h	92	3	2
Vehicles Exiting, veh/h	4	79	112
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.0	3.7	3.2
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	22	93	80
Cap Entry Lane, veh/h	1256	1376	1377
Entry HV Adj Factor	1.000	0.835	0.946
Flow Entry, veh/h	22	78	76
Cap Entry, veh/h	1256	1149	1302
V/C Ratio	0.018	0.068	0.058
Control Delay, s/veh	3.0	3.7	3.2
LOS	A	A	A
95th %tile Queue, veh	0	0	0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	72	0	0	69
Future Volume (vph)	0	0	72	0	0	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	25		35			35
Link Distance (ft)	769		376			476
Travel Time (s)	21.0		7.3			9.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	20%	0%	0%	6%
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	72	0	0	69
Future Vol, veh/h	0	0	72	0	0	69
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	20	0	0	6
Mvmt Flow	0	0	78	0	0	75

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	153	78	0	0	78	0
Stage 1	78	-	-	-	-	-
Stage 2	75	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	843	988	-	-	1533	-
Stage 1	950	-	-	-	-	-
Stage 2	953	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	843	988	-	-	1533	-
Mov Cap-2 Maneuver	843	-	-	-	-	-
Stage 1	950	-	-	-	-	-
Stage 2	953	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1533	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	72	0	0	69
Future Volume (vph)	0	0	72	0	0	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	25		35			35
Link Distance (ft)	721		317			376
Travel Time (s)	19.7		6.2			7.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	20%	0%	0%	6%
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	72	0	0	69
Future Vol, veh/h	0	0	72	0	0	69
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	20	0	0	6
Mvmt Flow	0	0	78	0	0	75

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	153	78	0	0	78	0
Stage 1	78	-	-	-	-	-
Stage 2	75	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	843	988	-	-	1533	-
Stage 1	950	-	-	-	-	-
Stage 2	953	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	843	988	-	-	1533	-
Mov Cap-2 Maneuver	843	-	-	-	-	-
Stage 1	950	-	-	-	-	-
Stage 2	953	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1533	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	89	0	72	19	0	69
Future Volume (vph)	89	0	72	19	0	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	25		35			35
Link Distance (ft)	701		575			216
Travel Time (s)	19.1		11.2			4.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	20%	0%	0%	6%
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	3.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	89	0	72	19	0	69
Future Vol, veh/h	89	0	72	19	0	69
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	20	0	0	6
Mvmt Flow	97	0	78	21	0	75

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	164	89	0	0	99	0
Stage 1	89	-	-	-	-	-
Stage 2	75	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	831	975	-	-	1507	-
Stage 1	940	-	-	-	-	-
Stage 2	953	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	831	975	-	-	1507	-
Mov Cap-2 Maneuver	831	-	-	-	-	-
Stage 1	940	-	-	-	-	-
Stage 2	953	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	831	1507	-
HCM Lane V/C Ratio	-	-	0.116	-	-
HCM Control Delay (s)	-	-	9.9	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0	-