

**Table B-1**

**Opening Year (2018) With Project Queuing Summary**

Intersection	Movement	50th Percentile Queue (Feet) <sup>1</sup>		95th Percentile Queue (Feet) <sup>1</sup>		
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
Euclid Avenue / Kimball Avenue -Without Improvements	EBL	239	561	400 <sup>2</sup>	774 <sup>2</sup>	
	WBL	42	18	87	47	
	NBL	314	100	482 <sup>2,3</sup>	188 <sup>2,3</sup>	
	NBR	0	1	0 <sup>3</sup>	7 <sup>3</sup>	
	SBL	162	456	284 <sup>2</sup>	719 <sup>2</sup>	
	-With Improvements	EBL	90	197	144 <sup>2</sup>	276 <sup>2</sup>
		EBR	0	0	0	24
		WBL	42	18	87	47
		WBR	33	0	111	59
		NBL	335	99	482 <sup>2,3</sup>	188 <sup>2,3</sup>
		NBR	0	1	0 <sup>2,3</sup>	7 <sup>3</sup>
		SBL	84	181	121	253 <sup>2</sup>
		SBR	305	0	516 <sup>2</sup>	49
	Euclid Avenue / Bickmore Avenue	EBL	112	126	205 <sup>2</sup>	195
EBR		0	0	0	0	
WBL		265	61	443 <sup>2</sup>	149	
NBL		28	18	42 <sup>3</sup>	24 <sup>3</sup>	
NBR		3	90	10 <sup>3</sup>	83 <sup>3</sup>	
SBL		84	208	82 <sup>3</sup>	320 <sup>2,3</sup>	
SBR		40	11	35 <sup>3</sup>	31 <sup>3</sup>	
Euclid Avenue / Pine Avenue -Without Improvements	EBL	18	48	48	96	
	EBR	0	0	0	0	
	WBL	1,303	442	1,561 <sup>2</sup>	674 <sup>2</sup>	
	WBR	0	0	27	38	
	NBL	95	32	259 <sup>2</sup>	85 <sup>2</sup>	
	NBR	0	1,780	37	2,049 <sup>2</sup>	
	SBL	465	228	292 <sup>2,3</sup>	456 <sup>2,3</sup>	
	-With Improvements	EBL	18	48	48	96
		EBR	0	0	0	0
		WBL	427	187	547 <sup>2</sup>	242
		NBL	95	32	259 <sup>2</sup>	85 <sup>2</sup>
		NBR	0	566	20	638
		SBL	85	91	108 <sup>3</sup>	160 <sup>2,3</sup>
		SBR	0	0	0 <sup>3</sup>	0 <sup>3</sup>

<sup>1</sup> The 50th and 95th percentile queues have been analyzed using Synchro software (Version 8, build 806).

<sup>2</sup> 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

<sup>3</sup> Volume for 95th percentile queue is metered by upstream signal.

**Table B-2**  
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**Long Range (Post-2030) With Project Queuing Summary**

Intersection	Movement	50th Percentile Queue (Feet) <sup>1</sup>		95th Percentile Queue (Feet) <sup>1</sup>		
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
Euclid Avenue / Kimball Avenue -Without Improvements	EBL	237	571	399 <sup>2</sup>	785 <sup>2</sup>	
	WBL	94	74	208 <sup>2</sup>	181 <sup>2</sup>	
	NBL	384	117	380 <sup>2,3</sup>	90 <sup>3</sup>	
	NBR	1	18	1 <sup>3</sup>	12 <sup>3</sup>	
	SBL	389	758	583 <sup>2</sup>	984 <sup>2</sup>	
	-With Improvements	EBL	91	202	140 <sup>2</sup>	269 <sup>2</sup>
		EBR	0	21	2	69
		WBL	94	74	208 <sup>2</sup>	181 <sup>2</sup>
		WBR	76	48	189	159
		NBL	144	52	211 <sup>2</sup>	61 <sup>3</sup>
		NBR	1	15	3 <sup>3</sup>	25 <sup>3</sup>
		SBL	150	267	201	383 <sup>2</sup>
		SBR	368	0	600 <sup>3</sup>	50
	Euclid Avenue / Bickmore Avenue -Without Improvements	EBL	150	290	287 <sup>2</sup>	476 <sup>2</sup>
EBR		0	4	0	53	
WBL		201	57	290	132 <sup>2</sup>	
NBL		96	53	109 <sup>2,3</sup>	43 <sup>3</sup>	
NBR		0	168	0 <sup>3</sup>	102 <sup>3</sup>	
SBL		88	313	59 <sup>3</sup>	242 <sup>3</sup>	
SBR		113	56	59 <sup>3</sup>	35 <sup>3</sup>	
-With Improvements		EBL	75	130	111	174
		EBR	0	5	0	53
		WBL	201	57	290	132 <sup>2</sup>
		WBR	200	0	285	61
		NBL	75	54	209 <sup>2</sup>	52 <sup>3</sup>
		NBR	0	171	8 <sup>3</sup>	142 <sup>3</sup>
		SBL	89	308	109 <sup>3</sup>	505 <sup>2,3</sup>
	SBR	87	49	131 <sup>3</sup>	71 <sup>3</sup>	
Euclid Avenue / Pine Avenue -Without Improvements	EBL	37	153	86 <sup>2</sup>	296 <sup>2</sup>	
	EBR	0	0	0	0	
	WBL	1,668	1,200	1,932 <sup>2</sup>	1,456 <sup>2</sup>	
	WBR	55	73	105	140	
	NBL	58	41	137 <sup>2</sup>	104 <sup>2</sup>	
	NBR	165	1,021	241	1,286 <sup>2</sup>	
	SBL	193	626	191 <sup>2,3</sup>	853 <sup>2</sup>	

**Table B-2**

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**Long Range (Post-2030) With Project Queuing Summary**

Intersection	Movement	50th Percentile Queue (Feet) <sup>1</sup>		95th Percentile Queue (Feet) <sup>1</sup>	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
-With Improvements	EBL	37	153	86 <sup>2</sup>	296 <sup>2</sup>
	EBR	0	0	0	0
	WBL	344	262	379	291
	WBR	0	29	41	86
	NBL	56	41	137 <sup>2</sup>	104 <sup>2</sup>
	NBR	55	332	98	367
	SBL	85	229	122 <sup>3</sup>	360 <sup>2</sup>
	SBR	32	6	96 <sup>3</sup>	15 <sup>3</sup>

<sup>1</sup> The 50th and 95th percentile queues have been analyzed using Synchro software (Version 8, build 806).

<sup>2</sup> 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

<sup>3</sup> Volume for 95th percentile queue is metered by upstream signal.

# Queues

## 14: Euclid Av. & Kimball Av.

Falloncrest at The Preserve TIA (JN 08526)



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	209	306	51	1168	271	776	19	197	1643
v/c Ratio	1.45	0.27	0.51	1.18	1.58	0.66	0.03	0.86	1.30
Control Delay	278.5	30.1	76.7	129.1	315.2	31.1	0.4	87.7	173.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	278.5	30.1	76.7	129.1	315.2	31.1	0.4	87.7	173.0
Queue Length 50th (ft)	~239	91	42	~609	~314	163	0	162	~911
Queue Length 95th (ft)	#400	132	87	#750	m#482	265	m0	#284	#1053
Internal Link Dist (ft)		817		934		2567			1033
Turn Bay Length (ft)	200		215		420		660	430	
Base Capacity (vph)	144	1126	118	994	171	1173	566	249	1266
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.45	0.27	0.43	1.18	1.58	0.66	0.03	0.79	1.30

### Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues

15: Euclid Av. & Bickmore Av.

Falloncrest at The Preserve TIA (JN 08526)



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	135	21	46	317	517	32	755	39	97	1115	140
v/c Ratio	0.77	0.06	0.10	0.81	0.90	0.41	0.63	0.06	0.68	0.78	0.20
Control Delay	84.0	35.6	0.5	65.4	56.3	68.1	75.9	8.4	65.8	46.3	19.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.0	35.6	0.5	65.4	56.3	68.1	75.9	8.4	65.8	46.3	19.8
Queue Length 50th (ft)	112	14	0	265	365	28	352	3	84	384	40
Queue Length 95th (ft)	#205	34	0	#443	493	m42	421	m10	m82	m322	m35
Internal Link Dist (ft)		920			879		2805			2567	
Turn Bay Length (ft)	150		150	75		115		115	160		240
Base Capacity (vph)	189	512	549	393	653	78	1193	629	150	1429	705
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.04	0.08	0.81	0.79	0.41	0.63	0.06	0.65	0.78	0.20

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

# Queues

## 16: Euclid Av. & Pine Av.

Falloncrest at The Preserve TIA (JN 08526)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	22	70	121	1047	128	89	120	686	403	183	1203
v/c Ratio	0.29	0.40	0.08	1.73	0.17	0.13	0.53	0.81	0.36	0.60	1.21
Control Delay	69.6	59.9	0.1	364.3	23.3	3.9	62.6	55.6	1.8	65.9	144.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.6	59.9	0.1	364.3	23.3	3.9	62.6	55.6	1.8	65.9	144.2
Queue Length 50th (ft)	18	57	0	~1303	70	0	95	291	0	165	~643
Queue Length 95th (ft)	48	95	0	#1561	94	27	#259	#400	37	m#292	#823
Internal Link Dist (ft)		906			884			516			2805
Turn Bay Length (ft)	100		100	210		125	220		220	210	
Base Capacity (vph)	78	346	1530	605	900	811	226	843	1131	303	996
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.20	0.08	1.73	0.14	0.11	0.53	0.81	0.36	0.60	1.21

### Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

# Queues

## 14: Euclid Av. & Kimball Av.

Falloncrest at The Preserve TIA (JN 08526)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	209	238	68	51	891	277	271	776	19	197	1079	564
v/c Ratio	0.77	0.22	0.12	0.51	0.92	0.47	1.58	0.57	0.03	0.64	0.81	0.81
Control Delay	77.9	33.2	0.4	76.7	59.6	11.2	317.3	30.5	0.4	66.1	41.4	34.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.9	33.2	0.4	76.7	59.6	11.2	317.3	30.5	0.4	66.1	41.4	34.1
Queue Length 50th (ft)	90	77	0	42	376	33	-335	185	0	84	432	305
Queue Length 95th (ft)	#144	113	0	87	#486	111	m#482	265	m0	121	524	#516
Internal Link Dist (ft)		817			934			2567			1033	
Turn Bay Length (ft)	200		200	215		215	420		660	430		430
Base Capacity (vph)	280	1099	580	118	1012	602	171	1362	644	484	1339	698
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.22	0.12	0.43	0.88	0.46	1.58	0.57	0.03	0.41	0.81	0.81

### Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

# Queues

## 16: Euclid Av. & Pine Av.

Falloncrest at The Preserve TIA (JN 08526)



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	22	70	121	1047	217	120	686	403	183	1178	25
v/c Ratio	0.29	0.40	0.08	0.92	0.30	0.53	0.58	0.19	0.63	1.14	0.05
Control Delay	69.6	59.9	0.1	54.0	21.1	62.6	39.8	1.0	64.1	122.7	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.6	59.9	0.1	54.0	21.1	62.6	39.8	1.0	64.1	122.7	1.0
Queue Length 50th (ft)	18	57	0	427	103	95	255	0	85	-621	0
Queue Length 95th (ft)	48	95	0	#547	135	#259	#400	20	m108	#800	m0
Internal Link Dist (ft)		906			884		516			2805	
Turn Bay Length (ft)	100		100	210		220		220	210		210
Base Capacity (vph)	78	346	1530	1173	863	226	1182	2110	302	1031	540
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.20	0.08	0.89	0.25	0.53	0.58	0.19	0.61	1.14	0.05

### Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.



Queues

14: Euclid Av. & Kimball Av.

Falloncrest at The Preserve TIA (JN 08526)



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	465	1108	21	496	124	1029	61	430	1072
v/c Ratio	1.61	0.89	0.32	0.63	0.95	1.24	0.14	1.07	0.80
Control Delay	324.6	47.2	74.2	35.4	100.0	147.9	2.6	112.2	40.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	324.6	47.2	74.2	35.4	100.0	147.9	2.6	112.2	40.9
Queue Length 50th (ft)	~561	446	18	136	100	~548	1	~456	436
Queue Length 95th (ft)	#774	508	47	185	m#188	#686	m7	#719	#613
Internal Link Dist (ft)		817		934		2567			1033
Turn Bay Length (ft)	200		215		420		660	430	
Base Capacity (vph)	289	1402	65	1006	131	828	448	401	1344
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.61	0.79	0.32	0.49	0.95	1.24	0.14	1.07	0.80

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

# Queues

## 15: Euclid Av. & Bickmore Av.

Falloncrest at The Preserve TIA (JN 08526)



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	154	78	54	72	184	23	1164	165	242	1009	82
v/c Ratio	0.71	0.28	0.16	0.78	0.68	0.26	0.73	0.21	0.79	0.47	0.08
Control Delay	72.2	47.3	1.0	108.3	26.0	35.4	61.9	32.1	65.8	26.0	10.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.2	47.3	1.0	108.3	26.0	35.4	61.9	32.1	65.8	26.0	10.5
Queue Length 50th (ft)	126	60	0	61	27	18	535	90	208	290	11
Queue Length 95th (ft)	195	91	0	#149	94	m24	m473	m83	m#320	430	m31
Internal Link Dist (ft)		920			879		2805			2567	
Turn Bay Length (ft)	150		150	75		115		115	160		240
Base Capacity (vph)	273	512	525	92	405	88	1603	795	308	2144	1001
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.15	0.10	0.78	0.45	0.26	0.73	0.21	0.79	0.47	0.08

### Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

# Queues

## 16: Euclid Av. & Pine Av.

Falloncrest at The Preserve TIA (JN 08526)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	59	232	190	534	67	140	39	1045	1546	243	807
v/c Ratio	0.50	0.80	0.12	0.97	0.09	0.19	0.46	1.26	1.54	1.09	0.70
Control Delay	73.1	71.9	0.2	74.7	22.5	4.1	77.6	168.4	270.4	144.2	38.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.1	71.9	0.2	74.7	22.5	4.1	77.6	168.4	270.4	144.2	38.9
Queue Length 50th (ft)	48	189	0	442	34	0	32	~581	~1780	~228	360
Queue Length 95th (ft)	96	276	0	#674	62	38	#85	#717	#2049	m#456	211
Internal Link Dist (ft)		906			884			516			2805
Turn Bay Length (ft)	100		100	210		125	220		220	210	
Base Capacity (vph)	134	346	1530	552	797	755	85	828	1004	222	1150
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.67	0.12	0.97	0.08	0.19	0.46	1.26	1.54	1.09	0.70

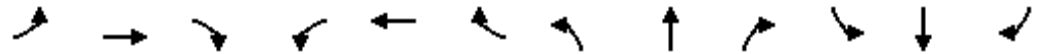
### Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
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Queues

14: Euclid Av. & Kimball Av.

Falloncrest at The Preserve TIA (JN 08526)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	465	990	118	21	287	209	124	1029	61	430	916	156
v/c Ratio	0.88	0.85	0.19	0.32	0.44	0.46	0.95	0.86	0.10	0.83	0.63	0.21
Control Delay	71.6	46.8	2.8	74.2	46.8	8.1	102.0	37.3	2.4	67.8	33.6	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.6	46.8	2.8	74.2	46.8	8.1	102.0	37.3	2.4	67.8	33.6	5.2
Queue Length 50th (ft)	197	403	0	18	110	0	99	253	1	181	330	0
Queue Length 95th (ft)	#276	435	24	47	140	59	m#188	#686	m7	#253	457	49
Internal Link Dist (ft)		817			934			2567			1033	
Turn Bay Length (ft)	200		200	215			420		660	430		430
Base Capacity (vph)	561	1420	708	65	973	577	131	1196	597	550	1465	730
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.70	0.17	0.32	0.29	0.36	0.95	0.86	0.10	0.78	0.63	0.21

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

16: Euclid Av. & Pine Av.

Falloncrest at The Preserve TIA (JN 08526)



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	59	232	190	534	207	39	1045	1546	243	788	19
v/c Ratio	0.50	0.80	0.12	0.53	0.28	0.46	1.05	0.84	0.73	0.65	0.03
Control Delay	73.1	71.9	0.2	39.3	12.9	77.6	86.6	20.3	82.1	41.5	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.1	71.9	0.2	39.3	12.9	77.6	86.6	20.3	82.1	41.5	0.1
Queue Length 50th (ft)	48	189	0	187	54	32	-566	478	91	360	0
Queue Length 95th (ft)	96	276	0	242	107	#85	#717	638	m#160	207	m0
Internal Link Dist (ft)		906			884		516			2805	
Turn Bay Length (ft)	100		100	210		220		220	210		210
Base Capacity (vph)	134	346	1530	1071	764	85	997	1885	343	1221	619
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.67	0.12	0.50	0.27	0.46	1.05	0.82	0.71	0.65	0.03

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

# Queues

## 14: Euclid Av. & Kimball Av.

Falloncrest at The Preserve TIA (JN 08526)



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	212	494	110	1553	314	1139	42	354	2259
v/c Ratio	1.39	0.45	0.89	1.48	1.74	0.95	0.07	1.35	1.70
Control Delay	255.2	35.9	114.7	254.6	368.4	41.5	3.0	220.9	347.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	255.2	35.9	114.7	254.6	368.4	41.5	3.0	220.9	347.3
Queue Length 50th (ft)	~237	167	94	~941	~384	336	1	~389	~1469
Queue Length 95th (ft)	#399	221	#208	#1083	m#380	m339	m1	#583	#1604
Internal Link Dist (ft)		817		934		2567			1033
Turn Bay Length (ft)	200		215		420		660	430	
Base Capacity (vph)	152	1106	124	1049	180	1194	576	263	1327
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.39	0.45	0.89	1.48	1.74	0.95	0.07	1.35	1.70

### Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues

15: Euclid Av. & Bickmore Av.

Falloncrest at The Preserve TIA (JN 08526)



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	178	27	52	247	858	84	1014	27	99	1373	289
v/c Ratio	0.90	0.06	0.10	0.55	1.25	1.35	0.96	0.05	0.69	1.12	0.44
Control Delay	99.2	33.4	0.4	51.9	159.4	235.8	87.4	2.6	70.3	106.1	27.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	99.2	33.4	0.4	51.9	159.4	235.8	87.4	2.6	70.3	106.1	27.3
Queue Length 50th (ft)	150	16	0	201	-883	-96	480	0	88	-678	113
Queue Length 95th (ft)	#287	41	0	290	#1138	m#109	m458	m0	m59	m296	m59
Internal Link Dist (ft)		920			879		2805			2567	
Turn Bay Length (ft)	150		150	75		115		115	160		240
Base Capacity (vph)	199	567	594	476	685	62	1060	578	151	1221	663
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.05	0.09	0.52	1.25	1.35	0.96	0.05	0.66	1.12	0.44

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

# Queues

## 16: Euclid Av. & Pine Av.

Falloncrest at The Preserve TIA (JN 08526)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	44	413	82	1272	889	216	69	909	467	183	1292
v/c Ratio	0.54	1.13	0.05	1.99	0.91	0.25	0.71	1.11	0.45	1.20	1.40
Control Delay	84.2	134.9	0.1	478.3	43.8	11.0	97.1	112.1	12.4	154.5	229.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.2	134.9	0.1	478.3	43.8	11.0	97.1	112.1	12.4	154.5	229.6
Queue Length 50th (ft)	37	~403	0	~1668	684	55	58	~460	165	~193	~740
Queue Length 95th (ft)	#86	#608	0	#1932	#975	105	#137	#592	241	m#191	m#658
Internal Link Dist (ft)		906			884			516			2805
Turn Bay Length (ft)	100		100	210		125	220		220	210	
Base Capacity (vph)	83	365	1615	638	979	876	97	819	1035	152	922
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	1.13	0.05	1.99	0.91	0.25	0.71	1.11	0.45	1.20	1.40

### Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Queues

14: Euclid Av. & Kimball Av.

Falloncrest at The Preserve TIA (JN 08526)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	212	411	83	110	1139	414	314	1139	42	354	1641	618
v/c Ratio	0.75	0.37	0.14	0.89	1.05	0.60	0.90	0.50	0.07	0.79	0.84	0.88
Control Delay	75.1	35.9	0.6	114.7	86.2	14.8	78.3	32.8	1.6	67.7	41.7	41.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.1	35.9	0.6	114.7	86.2	14.8	78.3	32.8	1.6	67.7	41.7	41.9
Queue Length 50th (ft)	91	141	0	94	-556	76	144	147	1	150	458	368
Queue Length 95th (ft)	#140	188	2	#208	#694	189	#211	180	m3	201	522	#600
Internal Link Dist (ft)		817			934			2567			1033	
Turn Bay Length (ft)	200		200	215			420		660	430		430
Base Capacity (vph)	296	1124	592	124	1082	685	350	2275	602	511	1955	704
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.37	0.14	0.89	1.05	0.60	0.90	0.50	0.07	0.69	0.84	0.88

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues

15: Euclid Av. & Bickmore Av.

Falloncrest at The Preserve TIA (JN 08526)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	178	27	52	247	436	422	84	1014	27	99	1373	289
v/c Ratio	0.56	0.08	0.12	0.66	0.80	0.72	0.47	0.50	0.04	0.63	0.70	0.37
Control Delay	63.4	38.6	0.6	58.1	53.1	31.2	65.9	53.5	3.6	73.2	47.8	19.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.4	38.6	0.6	58.1	53.1	31.2	65.9	53.5	3.6	73.2	47.8	19.6
Queue Length 50th (ft)	75	19	0	201	341	200	75	243	0	89	289	87
Queue Length 95th (ft)	111	41	0	290	411	285	#209	378	m8	m109	348	m131
Internal Link Dist (ft)		920			879			2805				2567
Turn Bay Length (ft)	150		150	75		75	115		115	160		240
Base Capacity (vph)	387	540	573	399	710	707	178	2027	720	166	1967	771
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.05	0.09	0.62	0.61	0.60	0.47	0.50	0.04	0.60	0.70	0.37

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

16: Euclid Av. & Pine Av.

Falloncrest at The Preserve TIA (JN 08526)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	44	413	82	1272	889	216	69	909	467	183	1154	138
v/c Ratio	0.54	0.62	0.05	0.79	0.41	0.27	0.54	0.54	0.23	0.61	0.65	0.22
Control Delay	84.2	57.1	0.1	44.5	27.2	3.3	73.5	38.9	6.5	69.2	52.2	27.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.2	57.1	0.1	44.5	27.2	3.3	73.5	38.9	6.5	69.2	52.2	27.5
Queue Length 50th (ft)	37	123	0	344	199	0	56	228	55	85	269	32
Queue Length 95th (ft)	#86	148	0	379	193	41	#137	317	98	m122	358	m96
Internal Link Dist (ft)		906			884			516			2805	
Turn Bay Length (ft)	100		100	210		125	220		220	210		210
Base Capacity (vph)	83	997	1615	1801	2593	915	129	1696	2096	315	1773	627
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.41	0.05	0.71	0.34	0.24	0.53	0.54	0.22	0.58	0.65	0.22

Intersection Summary

- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

# Queues

## 14: Euclid Av. & Kimball Av.

Falloncrest at The Preserve TIA (JN 08526)



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	479	1504	77	903	142	2040	141	579	1700
v/c Ratio	1.57	1.02	1.12	0.84	1.03	2.33	0.30	1.99	1.46
Control Delay	307.8	65.5	198.7	42.9	83.4	623.6	11.9	486.2	243.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	307.8	65.5	198.7	42.9	83.4	623.6	11.9	486.2	243.7
Queue Length 50th (ft)	~571	~701	~74	309	~117	~1459	18	~758	~1033
Queue Length 95th (ft)	#785	#843	#181	396	m90	m#1046	m12	#984	#1174
Internal Link Dist (ft)		817		934		2567			1033
Turn Bay Length (ft)	200		215		420		660	430	
Base Capacity (vph)	305	1477	69	1074	138	874	468	291	1167
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.57	1.02	1.12	0.84	1.03	2.33	0.30	1.99	1.46

### Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

# Queues

## 15: Euclid Av. & Bickmore Av.

Falloncrest at The Preserve TIA (JN 08526)



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	310	162	137	67	195	64	1824	271	359	1405	141
v/c Ratio	1.08	0.41	0.31	0.70	0.68	0.51	1.38	0.40	0.80	0.72	0.15
Control Delay	125.8	47.7	9.0	95.0	25.3	39.1	224.1	45.5	48.1	44.5	20.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	125.8	47.7	9.0	95.0	25.3	39.1	224.1	45.5	48.1	44.5	20.1
Queue Length 50th (ft)	~290	125	4	57	29	53	~1106	168	313	522	56
Queue Length 95th (ft)	#476	170	53	#132	97	m43	m555	m102	m242	m390	m35
Internal Link Dist (ft)		920			879		2805			2567	
Turn Bay Length (ft)	150		150	75		115		115	160		240
Base Capacity (vph)	288	540	553	97	428	125	1319	683	449	1965	930
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.08	0.30	0.25	0.69	0.46	0.51	1.38	0.40	0.80	0.72	0.15

### Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

# Queues

## 16: Euclid Av. & Pine Av.

Falloncrest at The Preserve TIA (JN 08526)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	158	1393	69	977	645	268	48	1654	1107	444	1075
v/c Ratio	1.12	3.82	0.04	1.68	0.78	0.35	0.65	1.89	1.09	2.47	0.96
Control Delay	165.0	1289.2	0.0	341.7	39.1	13.7	98.1	434.6	79.3	700.0	47.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	165.0	1289.2	0.0	341.7	39.1	13.7	98.1	434.6	79.3	700.0	47.2
Queue Length 50th (ft)	~153	~2119	0	~1200	456	73	41	~1121	~1021	~626	~327
Queue Length 95th (ft)	#296	#2383	0	#1456	616	140	#104	#1260	#1286	#853	#612
Internal Link Dist (ft)		906			884			516			2805
Turn Bay Length (ft)	100		100	210		125	220		220	210	
Base Capacity (vph)	141	365	1615	583	830	776	74	874	1018	180	1122
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.12	3.82	0.04	1.68	0.78	0.35	0.65	1.89	1.09	2.47	0.96

### Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

# Queues

## 14: Euclid Av. & Kimball Av.

Falloncrest at The Preserve TIA (JN 08526)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	479	1319	185	77	465	438	142	2040	141	579	1537	163
v/c Ratio	0.86	0.92	0.26	1.12	0.46	0.62	0.53	1.28	0.30	0.94	0.86	0.25
Control Delay	69.6	47.6	7.6	198.7	40.4	11.9	52.8	163.7	12.3	77.1	46.4	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.6	47.6	7.6	198.7	40.4	11.9	52.8	163.7	12.3	77.1	46.4	5.5
Queue Length 50th (ft)	202	532	21	~74	169	48	52	~618	15	~267	453	0
Queue Length 95th (ft)	#269	634	69	#181	223	159	m61	m#671	m25	#383	519	50
Internal Link Dist (ft)		817			934			2567			1033	
Turn Bay Length (ft)	200		200	215			420		660	430		430
Base Capacity (vph)	592	1499	742	69	1027	710	269	1594	471	616	1780	649
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.88	0.25	1.12	0.45	0.62	0.53	1.28	0.30	0.94	0.86	0.25

### Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

# Queues

## 15: Euclid Av. & Bickmore Av.

Falloncrest at The Preserve TIA (JN 08526)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	310	162	137	67	34	161	64	1824	271	359	1405	141
v/c Ratio	0.69	0.50	0.36	0.70	0.23	0.58	0.51	0.96	0.40	0.70	0.47	0.14
Control Delay	62.2	53.3	10.0	95.0	56.5	16.2	36.7	75.4	45.6	48.3	35.7	17.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.2	53.3	10.0	95.0	56.5	16.2	36.7	75.4	45.6	48.3	35.7	17.7
Queue Length 50th (ft)	130	131	5	57	28	0	54	598	171	308	355	49
Queue Length 95th (ft)	174	170	53	#132	55	61	m52	m489	m142	m#505	m412	m71
Internal Link Dist (ft)		920			879			2805				2567
Turn Bay Length (ft)	150		150	75		75	115		115	160		240
Base Capacity (vph)	560	540	553	97	339	420	125	1903	685	510	3007	995
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.30	0.25	0.69	0.10	0.38	0.51	0.96	0.40	0.70	0.47	0.14

### Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



# Queues

## 16: Euclid Av. & Pine Av.

Falloncrest at The Preserve TIA (JN 08526)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	158	1393	69	977	645	268	48	1654	1107	444	893	182
v/c Ratio	1.12	1.12	0.04	0.70	0.28	0.33	0.65	1.32	0.68	1.27	0.55	0.29
Control Delay	165.0	109.0	0.0	44.8	24.0	7.0	98.1	187.7	20.4	193.3	26.2	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	165.0	109.0	0.0	44.8	24.0	7.0	98.1	187.7	20.4	193.3	26.2	4.3
Queue Length 50th (ft)	~153	~495	0	262	126	29	41	~657	332	~229	141	6
Queue Length 95th (ft)	#296	#670	0	291	156	86	#104	#754	367	#360	143	m15
Internal Link Dist (ft)		906			884			516			2805	
Turn Bay Length (ft)	100		100	210		125	220		220	210		210
Base Capacity (vph)	141	1247	1615	1644	2266	822	74	1256	1769	350	1635	634
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.12	1.12	0.04	0.59	0.28	0.33	0.65	1.32	0.63	1.27	0.55	0.29

### Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.