Coachella Airport Business Park
Traffic Impact Analysis

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September 2024

EXECUTIVE SUMMARY

Purpose of the Report

The purpose of this traffic impact analysis (TIA) report is to identify and document potential traffic deficiencies related to the proposed Coachella Airport Business Park in the City of Coachella. This technical report will also recommend transportation improvements to address potential project deficiencies to local and regional transportation facilities.

Project Overview

The project is proposed to be developed in three phases on a vacant site located at the northwest quadrant of State Route 86 (SR-86) and Airport Boulevard interchange. The proposed Project site would be accessed via Airport Boulevard, under two (2) access options - Option A, which includes a signalized westerly access point and an inbound right-turn-only easterly access just west of SR-86 southbound off ramp; and, Option B, which includes the same signalized westerly access point and an emergency vehicle only easterly access just west of SR-86 southbound off ramp. Either option selected will not impact project trip assignment to the study area intersections. The selection of the access options was coordinated with the City prior to inclusion in the report which was also reviewed by Caltrans through the scoping agreement review process. The objective is to provide access options for City approval through the environmental review and approval process. Caltrans will eventually have the authority to select the preferred alternative at the time the project is submitted for State encroachment permit approval. It should be noted that the Project will be conditioned to submit for a Caltrans Encroachment Permit application process prior to the signalization of the main access point on Airport Boulevard for consistency to applicable Caltrans standards and guidelines to the satisfaction of Caltrans Traffic Operations and Electrical Operations Functional Units.

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The following land uses are proposed as part of the industrial park project which will be developed through three different Phases:

Phase I

- Large Warehouse – 110,900 square feet (sf)
- Small Warehouse – 24,000 sf
- Small Business – 31,500 sf
- Personal Vehicle Storage Facilities – 38,400 sf
- Self-storage – 67,300 sf
- Fast Food Restaurant with Drive Through – 4,650 sf
- Service Station with Convenience Store – 10 vehicle fueling positions and 4,000 sf Convenience Store

Phase II

- Large Warehouse – 48,800 sf
- Small Warehouse – 52,800 sf
- Small Business – 22,500 sf
- Personal Vehicle Storage Facilities – 38,400 sf

Phase III

- Large Warehouse – 73,400 sf

- Small Warehouse – 19,200 sf
- Small Business – 27,000 sf
- Self-storage – 61,300 sf

The project trip generation was calculated using the ITE Trip Generation Manual (11th Edition). It is estimated that the project will generate 4,282 total daily trips, 396 AM peak hour trips and 355 PM peak hour trips. Project trip distribution and assignment were developed based on a select zone analysis utilizing the updated Riverside County Model (RIVCOM) and addition of the project. Project scenarios and study area were then established in coordination with City staff to determine the potential project impacts on the transportation network. Refer to **Appendix A** for approved scoping agreement.

Project Scenarios:

- Existing Year 2024
  - Existing Year 2024 Baseline Conditions: Represents the traffic conditions of the existing street network.
- Opening Year 2027
  - Opening Year 2027 Baseline Conditions: Represents the traffic conditions of the street network assumed to be in place by Year 2027 (existing counts plus ambient growth).
  - Opening Year 2027 Plus Project Conditions: Represents the Opening Year 2027 Baseline traffic conditions with the addition of Phase I of the proposed project.
- Opening Year 2030
  - Opening Year 2030 Baseline Conditions: Represents the traffic conditions of the street network assumed to be in place by Year 2030 (existing counts plus ambient growth plus Phase I of the proposed project).
  - Opening Year 2030 Plus Project Conditions: Represents the Opening Year 2030 Baseline traffic conditions with the addition of Phase II of the proposed project.
- Opening Year 2033
  - Opening Year 2033 Baseline Conditions: Represents the traffic conditions of the street network assumed to be in place by Year 2033 (existing counts plus ambient growth plus Phases I and II of the proposed project).
  - Opening Year 2033 Plus Project Conditions: Represents the Opening Year 2033 Baseline traffic conditions with the addition of Phase III of the proposed project.
- Buildout Year 2045
  - Buildout Year 2045 Baseline Conditions: Represents the traffic conditions of the street network assumed to be in place by Year 2045 (Community Buildout plus Phases I & II of the proposed project).
  - Buildout Year 2045 Plus Project Conditions: Represents the Buildout Year 2045 Baseline traffic conditions with the addition of Phase III of the proposed project.

Study Area Intersections:

1. Airport Boulevard and Filmore Street
2. Airport Boulevard and SR-86 Northbound Ramps
3. Airport Boulevard and SR-86 Southbound Ramps
4. Airport Boulevard and Palm Street
5. Airport Boulevard and Polk Street
6. Palm Street and Grapefruit Boulevard

7. Avenue 54 and Grapefruit Boulevard
8. Tyler Street and Grapefruit Boulevard
9. Sunset Drive and Grapefruit Boulevard
10. Airport Boulevard and Project Driveway

Study Area Roadway Segments:

1. Airport Boulevard between SR-86 Southbound Ramps and SR-86 Northbound Ramps
2. Airport Boulevard between SR-86 Southbound Ramps and Project Driveway
3. Airport Boulevard between Project Driveway and Palm Street
4. Airport Boulevard between Palm Street and Polk Street
5. Grapefruit Boulevard/CA-111 between Palm Street and Avenue 54
6. Grapefruit Boulevard/CA-111 between Avenue 54 and Tyler Street
7. Grapefruit Boulevard/CA-111 between Tyler Street and Sunset Drive

Analysis Results and Recommendations

Existing Year 2024 Scenario

All study area intersections and roadway segments operate at an acceptable level of service (LOS) under Existing Year 2024 scenario, except for the intersection of Avenue 54 and Grapefruit Boulevard.

Opening Year 2027 Scenario

All study area intersections operate at acceptable LOS under Opening Year 2027 Baseline Conditions except for the following intersection.

- Avenue 54 and Grapefruit Boulevard
- Tyler Street and Grapefruit Boulevard

All study area intersections operate at acceptable LOS under Opening Year 2027 Plus Project Conditions except for the following intersection:

- Avenue 54 and Grapefruit Boulevard
- Tyler Street and Grapefruit Boulevard

The following identified improvements will address intersection operation deficiencies at this location:

- Avenue 54 and Grapefruit Boulevard – Signalize the intersection with no changes to existing configuration of 1 left, 1 through, and 1 right turn lane in northbound, southbound, and westbound directions, and 1 shared left/through/right in eastbound direction. This improvement is identified in City of Coachella Development Impact Fee (DIF) and Transportation Uniform Mitigation Fee (TUMF) programs for Projects B-349 and B-350.
- Tyler Street and Grapefruit Boulevard – Signalize the intersection with no changes to existing configuration of 1 shared left/through lane in northbound direction, 1 right and 1 through lane in southbound direction, and 1 shared left/right lane in eastbound direction. This improvement is identified in the City of Coachella DIF and TUMF programs for Project B-349.

All study area roadway segments operate at acceptable LOS under Opening Year 2027 scenario, except for the following:

- Grapefruit Boulevard between Avenue 54 and Tyler Street

The following identified improvement will address roadway segment capacity deficiencies at this location:

- Grapefruit Boulevard between Avenue 54 and Tyler Street – Widening the roadway to its ultimate classification of 6-lane major arterial. Project will contribute toward this improvement via fee payment to City of Coachella DIF and TUMF programs for Project B-349.

Additionally, the anticipated queue for the eastbound left turn lane at the intersection of Palm Street and Grapefruit Boulevard would exceed existing storage capacity. Therefore, the recommended turn lane length for this movement is 120 feet. This can be accommodated within the existing 540 ft distance between Intersection 4 and 6 limit lines. Additionally, the PM peak hour left turn volume is 175 vehicles, and the Guidelines Appendix C do not recommend dual left turn lanes for a peak hour volume of less than 300 vehicles.

Opening Year 2030 Scenario

All study area intersections operate at acceptable LOS under Opening Year 2030 Baseline Conditions except for the following intersections:

- Avenue 54 and Grapefruit Boulevard
- Tyler Street and Grapefruit Boulevard

The above intersection locations will continue to be deficient under Opening Year 2030 Plus Project Conditions. The following identified improvements will address intersection operation deficiencies at these locations:

- Avenue 54 and Grapefruit Boulevard – Signalize the intersection with no changes to existing configuration of 1 left, 1 through, and 1 right turn lane in northbound, southbound, and westbound directions, and 1 shared left/through/right in eastbound direction. This improvement is identified in City of Coachella DIF and TUMF programs for Projects B-349 and B-350.
- Tyler Street and Grapefruit Boulevard – Signalize the intersection signalization with no changes to existing configuration of 1 shared left/through lane in northbound direction, 1 right and 1 through lane in southbound direction, and 1 shared left/right lane in eastbound direction. This improvement is identified in the City of Coachella DIF and TUMF programs for Project B-349.

All study area roadway segments operate at acceptable LOS under Opening Year 2030 scenario, except for the following:

- Grapefruit Boulevard between Palm Street and Avenue 54
- Grapefruit Boulevard between Avenue 54 and Tyler Street

The following identified improvements will address roadway segment capacity deficiencies at this location:

- Grapefruit Boulevard between Palm Street and Avenue 54 – Widening the roadway to its ultimate classification of 6-lane major arterial. Project will contribute toward this improvement via fee payment to City of Coachella DIF and TUMF programs for Project B-350.

- Grapefruit Boulevard between Avenue 54 and Tyler Street – Widening the roadway to its ultimate classification of 6-lane major arterial. Project will contribute toward this improvement via fee payment to City of Coachella DIF and TUMF programs for Project B-349.

Additionally, the anticipated queue for the eastbound left turn lane at the intersection of Palm Street and Grapefruit Boulevard would exceed existing storage capacity. Therefore, the recommended turn lane length for this movement is 140 feet. This can be accommodated within the existing 540 ft distance between Intersection 4 and 6 limit lines. Additionally, the PM peak hour left turn volume is 226 vehicles, and the Guidelines Appendix C do not recommend dual left turn lanes for a peak hour volume of less than 300 vehicles.

Opening Year 2033 Scenario

All study area intersections operate at acceptable LOS under Opening Year 2033 Baseline Conditions except for the following intersections:

- Airport Boulevard and Filmore Street
- Avenue 54 and Grapefruit Boulevard
- Tyler Street and Grapefruit Boulevard

The above intersection locations will continue to be deficient under Opening Year 2030 Plus Project Conditions. The following identified improvements will address intersection operation deficiencies at these locations:

- Airport Boulevard and Filmore Street – Signalize the intersection with no changes to existing configuration of 1 shared left/through/right lane on all approaches. Project will contribute toward this improvement via fee payment to City of Coachella DIF and TUMF programs.
- Avenue 54 and Grapefruit Boulevard – Signalize the intersection with no changes to existing configuration of 1 left, 1 through, and 1 right turn lane in northbound, southbound, and westbound directions, and 1 shared left/through/right in eastbound direction. This improvement is identified in City of Coachella Development Impact Fee (DIF) and Transportation Uniform Mitigation Fee (TUMF) programs for Projects B-349 and B-350.
- Tyler Street and Grapefruit Boulevard – Signalize the intersection with 1 right and 1 through lane in southbound direction, 1 shared left/right lane in eastbound direction and reconfigure northbound approach for 1 through lane and add 1 left turn lane due to greater than 100 left turns per the Guidelines Appendix C. 125 ft storage length is assumed in analysis as determined by methodology in Caltrans Highway Design Manual Index 405.2(2)(e) and Buildout 2045 Plus Project left turn peak hour volume of 131 vehicles. This improvement is identified in the City of Coachella DIF and TUMF programs for Project B-349.

All study area roadway segments operate at acceptable LOS under Opening Year 2033 scenario except for the following:

- Grapefruit Boulevard between Palm Street and Avenue 54
- Grapefruit Boulevard between Avenue 54 and Tyler Street

The following identified improvements will address roadway segment capacity deficiencies at this location:

- Grapefruit Boulevard between Palm Street and Avenue 54 – Widening the roadway to its ultimate classification of 6-lane major arterial. Project will contribute toward this improvement via fee payment to City of Coachella DIF and TUMF programs for Project B-350.
- Grapefruit Boulevard between Avenue 54 and Tyler Street – Widening the roadway to its ultimate classification of 6-lane major arterial. Project will contribute toward this improvement via fee payment to City of Coachella DIF and TUMF programs for Project B-349.

Additionally, the anticipated queue for the eastbound left turn lane at the intersection of Palm Street and Grapefruit Boulevard would exceed existing storage capacity. Therefore, the recommended turn lane length for this movement is 340 feet. This can be accommodated within the existing 540 ft distance between Intersection 4 and 6 limit lines. Additionally, the PM peak hour left turn volume is 275 vehicles, and the Guidelines Appendix C do not recommend dual left turn lanes for a peak hour volume of less than 300 vehicles.

Buildout Year 2045 Scenario

The following network improvements are assumed under Buildout 2045 scenarios.

- A signalized intersection at the Airport Boulevard and Project Driveway, since the signal is warranted in accordance with CA MUTCD Figure 4C-103(CA) included in **Appendix K**.
- For the purpose of roadway segment capacity analysis only, the buildout classification of 6-lane urban arterial for Airport Boulevard and Grapefruit Boulevard is assumed; consistent with the City of Coachella General Plan.

All study area intersections operate at acceptable LOS under Buildout Year 2045 Baseline Conditions except for the following intersections:

- Airport Boulevard and Filmore Street
- Avenue 54 and Grapefruit Boulevard
- Tyler Street and Grapefruit Boulevard

The above intersection locations will continue to be deficient under Buildout Year 2045 Plus Project Conditions. The following identified improvements will address intersection operation deficiencies at these locations:

- Airport Boulevard and Filmore Street – Signalize the intersection with no changes to existing configuration of 1 shared left/through/right lane on all approaches. Project will contribute toward this improvement via fee payment to City of Coachella DIF and TUMF programs.
- Airport Boulevard and SR-86 SB Ramps – Add 1 exclusive left turn lane in the southbound direction. This improvement is identified in the City of Coachella DIF and TUMF program for Project B-503.
- Avenue 54 and Grapefruit Boulevard – Signalize the intersection with no changes to existing configuration of 1 left, 1 through, and 1 right turn lane in northbound, southbound, and westbound directions, and 1 shared left/through/right in eastbound direction. This improvement is identified in the City of Coachella DIF and TUMF programs for Projects B-349 and B-350.

- Tyler Street and Grapefruit Boulevard – Signalize the intersection with 1 right and 1 through lane in southbound direction, 1 shared left/right lane in eastbound direction and reconfigure northbound approach for 1 through lane and add 1 exclusive northbound left turn lane due to greater than 100 left turns per the Guidelines Appendix C. 125 ft storage length is assumed in analysis as determined by methodology in Caltrans Highway Design Manual Index 405.2(2)(e) and Buildout 2045 Plus Project left turn peak hour volume of 131 vehicles. This improvement is identified in the City of Coachella DIF and TUMF program for Project B-349.

The proposed project would not have any roadway segments with traffic related deficiencies within the study area.

Additionally, the anticipated queue for the eastbound left turn lane at the intersection of Palm Street and Grapefruit Boulevard would exceed existing storage capacity. Therefore, the recommended turn lane length for this movement is 340 feet. This can be accommodated within the existing 540 ft distance between Intersection 4 and 6 limit lines. Additionally, the PM peak hour left turn volume is 275 vehicles, and the Guidelines Appendix C do not recommend dual left turn lanes for a peak hour volume of less than 300 vehicles.

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1.0 PROJECT INTRODUCTION

This traffic impact analysis (TIA) report has been prepared for Coachella Airport Business Park. The project is proposed to be developed in three phases on a vacant site located at the northwest quadrant of State Route 86 (SR-86) and Airport Boulevard interchange.

PROJECT DESCRIPTION

The following land uses are proposed as part of the industrial park project and will be developed through three different phases:

Phase I

- Large Warehouse – 110,900 sf
- Small Warehouse – 24,000 sf
- Small Business – 31,500 sf
- Personal Vehicle Storage Facilities – 38,400 sf
- Self-storage – 67,300 sf
- Fast Food Restaurant with Drive Through – 4,650 sf
- Service Station with Convenience Store – 10 vehicle fueling positions and 4,000 sf Convenience Store

Phase II

- Large Warehouse – 48,800 sf
- Small Warehouse – 52,800 sf
- Small Business – 22,500 sf
- Personal Vehicle Storage Facilities – 38,400 sf

Phase III

- Large Warehouse – 73,400 sf
- Small Warehouse – 19,200 sf
- Small Business – 27,000 sf
- Self-storage – 61,300 sf

Figures 1-1a and **1-1b** show the project site plans for Access Options A and B, respectively.

STUDY AREA

The study area for this project was developed consistent with the Riverside County Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled (Guidelines, December 2020), including all intersections of "Collector" or higher classification streets with "Collector" or higher classification streets, at which the proposed project will add 50 or more peak hour trips. IEG prepared a project traffic study scoping agreement defining the study area, which was reviewed and approved by City staff prior to the preparation of this technical report. Refer to **Appendix A** for approved scoping agreement.

Figure 1-2 presents the study area that includes the following key locations:

Study Area Intersections

1. Airport Boulevard and Filmore Street
2. Airport Boulevard and SR-86 Northbound Ramps
3. Airport Boulevard and SR-86 Southbound Ramps
4. Airport Boulevard and Palm Street
5. Airport Boulevard and Polk Street
6. Grapefruit Boulevard and Palm Street
7. Grapefruit Boulevard and Avenue 54
8. Grapefruit Boulevard and Tyler Street
9. Grapefruit Boulevard and Sunset Drive
10. Airport Boulevard and Project Driveway

Study Area Roadway Segment

1. Airport Boulevard between SR-86 Southbound Ramps and SR-86 Northbound Ramps
2. Airport Boulevard between SR-86 Southbound Ramps and Project Driveway
3. Airport Boulevard between Project Driveway and Palm Street
4. Airport Boulevard between Palm Street and Polk Street
5. Grapefruit Boulevard/CA-111 between Palm Street and Avenue 54
6. Grapefruit Boulevard/CA-111 between Avenue 54 and Tyler Street
7. Grapefruit Boulevard/CA-111 between Tyler Street and Sunset Drive

Existing intersection peak hour and average daily traffic counts were collected on Thursday, January 18, 2024. Year 2027, 2030, 2033, and 2045 without Project volumes were developed using annual growth rates from the Riverside County Model (RIVCOM) AM peak hour, PM peak hour, and daily model plots. A comparison of the base year model (2018) and future year (2045) will reflect the anticipated area-wide growth. Based on this comparison, annual growth factors were determined for each intersection approach and applied to Existing counts based on the Directional Volume Method from NCHRP Report 255 Report 255 Chapter 8. For Year 2045 volumes, if developed 2045 intersection approach volumes are higher than RIVCOM Forecast Year 2045 outputs, the maximum of developed Year 2033 volumes or Forecast Year 2045 model output was used. Annual growth factors and volume forecasts are shown in **Appendix B**. Project trips will then be added as necessary to develop the respective scenario volumes.

PROJECT TRIP GENERATION

The trip generation is a measure or forecast of the number of trips that begin or end at the project site. These trips will result in some traffic increases on the streets where they occur. The rates used in this analysis were determined using *Trip Generation, 11th Edition*, published by the Institute of Transportation Engineers (ITE) that is recommended by the Guidelines. Project ITE average trip generation rates are presented in **Table 1-1**.

Table 1-1
Project Trip Generation Rate

Land Use[1]	Units[2]	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Industrial Park	TSF	130	0.28	0.06	0.34	0.07	0.27	0.34	3.37
Mini-Warehouse	TSF	151	0.05	0.04	0.09	0.07	0.08	0.15	1.45
Convenience Store/Gas Station (2-4k)	VFP	945	8.03	8.03	16.06	9.21	9.21	18.42	265.12
Fast Food Restaurant W/Drive Through	TSF	934	22.75	21.86	44.61	17.18	15.85	33.03	467.48

Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition (2021)
[1] TSF = Thousand Square Feet; VFP = Vehicle Fueling Positions

Tables 1-2 through **1-4** summarize the calculated trip generation based on the floor areas or vehicle fueling positions associated with Phases I, II, and III of the proposed Project. As shown in Table 1-4, the proposed development is anticipated to generate approximately 4,282 total daily trips, 396 AM peak hour trips and 355 PM peak hour trips.

Table 1-2
Project Trip Generation – Phase I

Land Use	Intensity	Units[1]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Industrial Park[3]	204.800	TSF	57	12	69	14	55	69	690
Passenger Cars (AM-69.2%; PM-78.3%; Daily-67.8%)			39	8	47	11	43	54	468
2-Axle Trucks (AM-5.14%; PM-3.62%; Daily-5.38%) (PCE = 1.5)			4	1	5	1	3	4	56
3-Axle Trucks (AM-6.38%; PM-4.49%; Daily-6.67%) (PCE = 2.0)			7	2	9	1	5	6	92
4+-Axle Trucks (AM-19.25%; PM-13.56%; Daily-20.13%) (PCE = 3.0)			33	7	40	6	22	28	417
Subtotal			*83*	*18*	*101*	*19*	*73*	*92*	*1,033*
Mini-Warehouse	63.700	TSF	*3*	*3*	*6*	*4*	*5*	*9*	*92*
Convenience Store/Gas Station (2-4k)	10	VFP	80	80	160	92	92	184	2,651
Pass-by Reduction (76% AM Peak Hour, 75% PM Peak Hour)[2]			61	61	122	*69*	*69*	*138*	*1,988*
Subtotal			*19*	*19*	*38*	*23*	*23*	*46*	*663*
Fast Food Restaurant W/ Drive Through	4.650	TSF	106	102	208	80	74	154	2,174
Pass-by Reduction (50% AM Peak Hour, 55% PM Peak Hour)[2]			53	51	104	44	41	85	1,196
Subtotal			*53*	*51*	*104*	*36*	*33*	*69*	*978*
Phase I Total			***158***	***91***	***249***	***82***	***134***	***216***	***2,766***

Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition (2021)
[1] TSF = Thousand Square Feet; VFP = Vehicle Fueling Positions
[2] Pass-by reduction percentage is based on the ITE methodology per 2021 Pass-By Tables of ITE Trip Generation Appendices.
[3] Truck Mix: South Coast Air Quality Management District's (SCAQMD) recommended truck mix, SANBAG PCE Rates

Table 1-3
Project Trip Generation – Phases I & II

Land Use	Intensity	Units[1]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Industrial Park[3]	367.300	TSF	103	22	125	26	99	125	1,238
Passenger Cars (AM-69.2%; PM-78.3%; Daily-67.8%)			71	15	86	20	78	98	839
2-Axle Trucks (AM-5.14%; PM-3.62%; Daily-5.38%) (PCE = 1.5)			8	2	10	1	5	6	100
3-Axle Trucks (AM-6.38%; PM-4.49%; Daily-6.67%) (PCE = 2.0)			13	3	16	2	9	11	165
4+-Axle Trucks (AM-19.25%; PM-13.56%; Daily-20.13%) (PCE = 3.0)			59	13	72	11	40	51	748
Subtotal			*151*	*33*	*184*	*34*	*132*	*166*	*1,852*
Mini-Warehouse	63.700	TSF	*3*	*3*	*6*	*4*	*5*	*9*	*92*
Convenience Store/Gas Station (2-4k)	10	VFP	80	80	160	92	92	184	2,651
Pass-by Reduction (76% AM Peak Hour, 75% PM Peak Hour)[2]			61	61	122	*69*	*69*	*138*	*1,988*
Subtotal			*19*	*19*	*38*	*23*	*23*	*46*	*663*
Fast Food Restaurant W/ Drive Through	4.650	TSF	106	102	208	80	74	154	2,174
Pass-by Reduction (50% AM Peak Hour, 55% PM Peak Hour)[2]			53	51	104	44	41	85	1,196
Subtotal			*53*	*51*	*104*	*36*	*33*	*69*	*978*
Phases I & II Total			***226***	***106***	***355***	***97***	***193***	***325***	***3,585***

Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition (2021)
[1] TSF = Thousand Square Feet; VFP = Vehicle Fueling Positions
[2] Pass-by reduction percentage is based on the ITE methodology per 2021 Pass-By Tables of ITE Trip Generation Appendices.
[3] Truck Mix: South Coast Air Quality Management District's (SCAQMD) recommended truck mix, SANBAG PCE Rates

Table 1-4
Project Trip Generation – Phases I, II & III

Land Use	Intensity	Units[1]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Industrial Park[3]	486.900	TSF	136	29	165	34	131	165	1,641
Passenger Cars (AM-69.2%; PM-78.3%; Daily-67.8%)			94	20	114	27	103	130	1,113
2-Axle Trucks (AM-5.14%; PM-3.62%; Daily-5.38%) (PCE = 1.5)			10	2	12	2	7	9	132
3-Axle Trucks (AM-6.38%; PM-4.49%; Daily-6.67%) (PCE = 2.0)			17	4	21	3	12	15	219
4+-Axle Trucks (AM-19.25%; PM-13.56%; Daily-20.13%) (PCE = 3.0)			79	17	96	14	53	67	991
Subtotal			*200*	*43*	*243*	*46*	*175*	*221*	*2,455*
Mini-Warehouse	128.600	TSF	*6*	*5*	*11*	*9*	*10*	*19*	*186*
Convenience Store/Gas Station (2-4k)	10	VFP	80	80	160	92	92	184	2,651
Pass-by Reduction (76% AM Peak Hour, 75% PM Peak Hour)[2]			61	61	122	*69*	*69*	*138*	*1,988*
Subtotal			*19*	*19*	*38*	*23*	*23*	*46*	*663*
Fast Food Restaurant W/ Drive Through	4.650	TSF	106	102	208	80	74	154	2,174
Pass-by Reduction (50% AM Peak Hour, 55% PM Peak Hour)[2]			53	51	104	44	41	85	1,196
Subtotal			*53*	*51*	*104*	*36*	*33*	*69*	*978*
Phases I, II & III Total			***278***	***118***	***396***	***114***	***241***	***355***	***4,282***

Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition (2021)
[1] TSF = Thousand Square Feet; VFP = Vehicle Fueling Positions
[2] Pass-by reduction percentage is based on the ITE methodology per 2021 Pass-By Tables of ITE Trip Generation Appendices.
[3] Truck Mix: South Coast Air Quality Management District's (SCAQMD) recommended truck mix, SANBAG PCE Rates

PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

Trip distribution and assignment is the process of identifying the probable destinations, directions and traffic routes that project related traffic will affect. Trip distribution and assignment information can be estimated from observed traffic patterns, experience or through use of a computerized travel forecast model. Once the proposed development's trips have been estimated, they are assigned to the study area network. For this development, the project trip distribution and assignment were developed based on a select zone analysis utilizing the updated Riverside County Model (RIVCOM) with addition of the project land uses.

Figures 1-1 through **1-5** show project site plan, study area, trip distribution/assignment and project phase volumes.

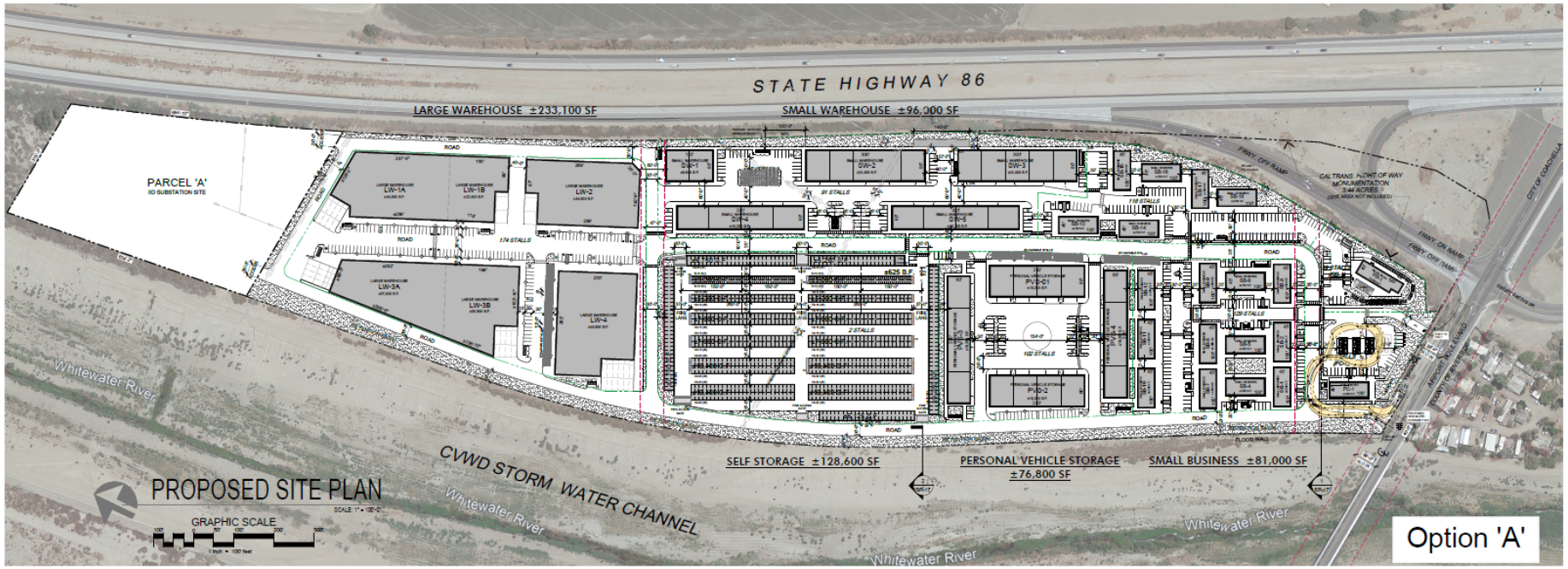
PROJECT ACCESS

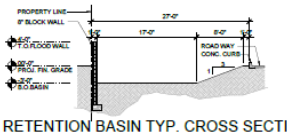
The proposed Project site would be accessed via Airport Boulevard, under two (2) access options - Option A, which includes a signalized westerly access point and an inbound right-turn-only easterly access just west of SR-86 southbound off ramp; and, Option B, which includes the same signalized westerly access point and an emergency vehicle only easterly access just west of SR-86 southbound off ramp. Either option selected will not impact project trip assignment to the study area intersections. The selection of the access options was coordinated with the City prior to inclusion in the report which was also reviewed by Caltrans through the scoping agreement review process. The objective is to provide access options for City approval through the environmental review and approval process.

Caltrans will eventually have the authority to select the preferred alternative at the time the project is submitted for State encroachment permit approval. It should be noted that the Project will be conditioned to submit for a Caltrans Encroachment Permit application process prior to the signalization of the main access point on Airport Boulevard for consistency to applicable Caltrans standards and guidelines to the satisfaction of Caltrans Traffic Operations and Electrical Operations Functional Units.

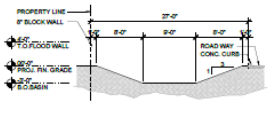
PARKING

The proposed development will be required to provide on-site parking spaces consistent with City of Coachella parking requirement.





1 RETENTION BASIN TYP. CROSS SECTION



2 RETENTION BASIN TYP. CROSS SECTION

FIRE DEPARTMENT NOTES:

Fire Hydrants and Fire Flow: Prior to the issuance of building permits, plans for the water system shall be submitted to the fire department for review and approval. The water system shall be capable of delivering the required fire flow. Fire hydrant(s) location and spacing shall comply with the fire code. An approved water supply for fire protection during construction shall be made available prior to the arrival of combustible materials on site. Reference 2016 California Fire Code (cfc) 507.5.1, 3312, Appendices B and C.

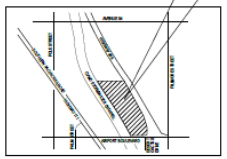
Phased Construction Access: If construction is phased, each phase shall provide approved access for fire protection prior to any construction. Ref. CFC 503.1

Knox Box and Gate Access: Buildings shall be provided with a knox box. The Knox Box shall be installed in an accessible location approved by the Office of the Fire Marshal. All electronically operated gates shall be provided with Knox key switches and automatic sensors for access. Manual gates shall also be provided with approved emergency access (Knox) equipmentRef. CFC 506.1

NOTE:

1. FIRE HYDRANT TO BE LOCATED MAX. 300 FT. O.C. OR AS APPROVED BY RIVERSIDE COUNTY FIRE DEPARTMENT
2. PROPOSED FIRE HYDRANT LOCATION ON SITE ARE REPRESENTED BY ⊠ FH SYMBOL
3. 43 FT. LENGTH TEMPLATE WAS USED TO ILLUSTRATE FIRE TRUCK PATH
4. MINIMUM TRUCK TURNING RADIUS ±30 FT.

N.W.C. OF STATE HWY. 86 & AIRPORT BOULEVARD COACHELLA, CALIFORNIA



VICINITY MAP

NOT TO SCALE

NORTH

PROJECT DATA

CLIENT:	HAAGEN CO., LLC
PROJECT LOCATION:	N.W.C. OF STATE HWY. 86 AND AIRPORT BOULEVARD COACHELLA, CA 92274
JURISDICTION:	CITY OF COACHELLA, CA
APN/S:	763-330-013, 018, 029 & PARCEL 'A'
ZONING: EXISTING	M-H (HEAVY INDUSTRIAL)
ZONING: PROPOSED	M-S (MANUFACTURING SERVICE) I-P (INDUSTRIAL PARK OVERLAY DIST.)
PROPOSED USE:	LARGE & SMALL WAREHOUSE, SMALL BUSINESS, SELF STORAGE, SERVICE STATION AND DRIVE THROUGH
BOUNDARY INFORMATION:	THIS PLAN HAS BEEN PREPARED BY USING THE CONSTRAINTS EXHIBIT BY THE ALTUM GROUP, DATED FEB. 15, 2018

SITE SUMMARY

SITE AREA

APN# 763-330-013	21.56 AC
APN# 763-330-018	9.62 AC
APN# 763-330-029	11.18 AC
PARCEL 'A' (IID SUBSTATION)	5.60 AC
TOTAL SITE AREA	47.96 AC

BUILDING DATA

PROPOSED BUILDING AREA

LARGE WAREHOUSE	±233,100 SF
SMALL WAREHOUSE	±96,000 SF
SMALL BUSINESS	±81,000 SF
PERSONAL VEHICLE STORAGE	±76,800 SF
SELF STORAGE	±128,600 SF
SERVICE STATION/ MINI MART	±4,000 SF
DRIVE-THRU FAST FOOD RESTAURANT	±4,650 SF
TOTAL BUILDING AREA	±624,150 SF

PARKING REQUIRED:

Restaurant w/ Drive Through (1/45 sf of Customer Area + 1/200 sf Non Customer Area)

Customer Area (±2,000 SF - 50%)		= 44.4	Stalls
Non Customer Area (±2,000 SF - 50%)		= 10	Stalls
Service Station		= 5	Stalls
Large Warehouse (233,100 sf)	20,000 sf	= 50	Stalls
	213,100 sf	= 213	Stalls
Small Warehouse (96,000 sf)	20,000 sf	= 50	Stalls
	76,000 sf	= 76	Stalls
Small Business (81,000 sf)	20,000 sf	= 50	Stalls
	61,000 sf	= 61	Stalls
Personal Vehicle Storage (76,800 sf)	20,000 sf	= 50	Stalls
	56,800 sf	= 56.8	Stalls
Self Storage Office (625 sf)		= 1.5	Stalls
GRAND TOTAL REQUIRED		667.7 or 668	Stalls

PARKING PROVIDED:

STANDARD:	490 STALLS
DISABLED:	44 STALLS
ELECTRIC / CLEAN AIR VEHICLES	134 STALLS
PER CAL GREEN TIER II 5.106.5.2 & 5.106.5.2.1	
EV VAN ACCESSIBLE	1 STALL
EV CHARGING ACCESSIBLE	1 STALL
AMBULATORY	1 STALL
EV CHARGING STATION	51 STALLS
EV CAPABLE	100 STALLS
TOTAL PARKING PROVIDED	668 STALLS

BUILDING DATA

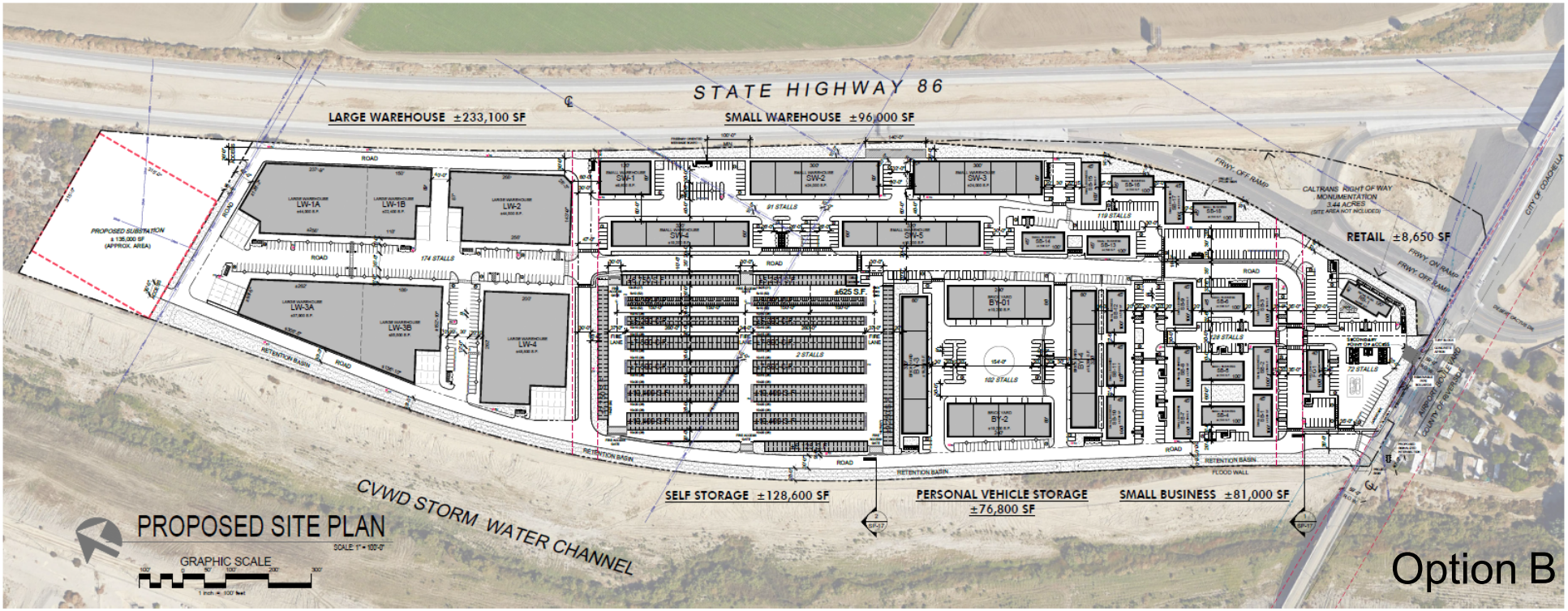
PROPOSED BUILDING HEIGHT

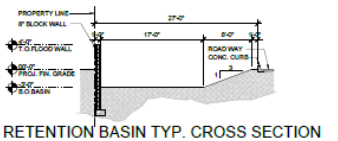
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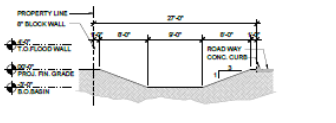
BUILDING TYPE: TYPE V-B (FULLY SPRINKLERED)

INTEGRATED ENGINEERING GROUP
TRANSPORTATION PLANNING AND ENGINEERING

Coachella Airport Business Park
Project Site Plan
Figure 1-1a







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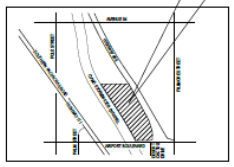
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N.W.C. OF STATE HWY. 86 & AIRPORT BOULEVARD COACHELLA, CALIFORNIA



VICINITY MAP

NOT TO SCALE

NORTH

PROJECT DATA

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PROJECT LOCATION:	N.W.C. OF STATE HWY. 86 AND AIRPORT BOULEVARD COACHELLA, CA 92274
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ZONING: EXISTING	M-H (HEAVY INDUSTRIAL)
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PARKING PROVIDED:

STANDARD:	490 STALLS
DISABLED:	44 STALLS
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BUILDING DATA

PROPOSED BUILDING HEIGHT

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RETAIL (GAS STATION & DRIVE THRU)	±24' TO 28' HIGH

BUILDING TYPE: TYPE V-B (FULLY SPRINKLERED)

INTEGRATED ENGINEERING GROUP
TRANSPORTATION PLANNING AND ENGINEERING

Coachella Airport Business Park
Project Site Plan
Figure 1-1b

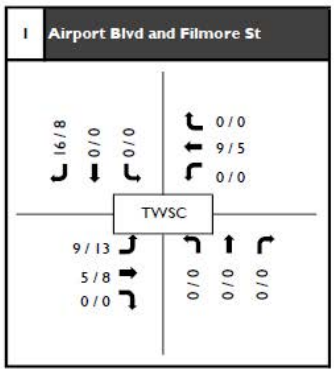


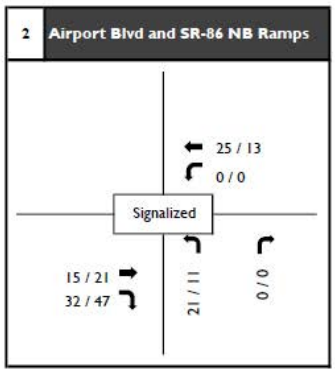
LEGEND

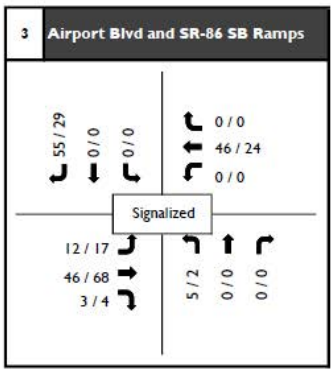
(#) Intersections (#) Project Driveway

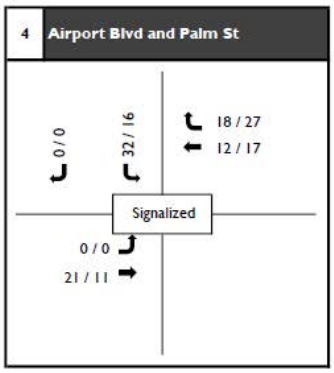
INTEGRATED ENGINEERING GROUP
TRANSPORTATION PLANNING AND ENGINEERING

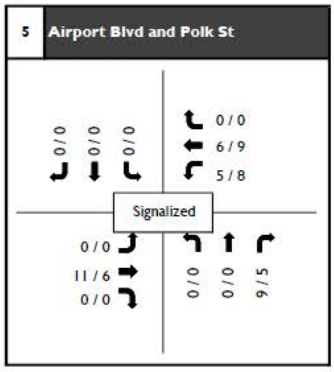
Coachella Airport Business Park
Project Study Area and Trip Distribution
Figure 1-2

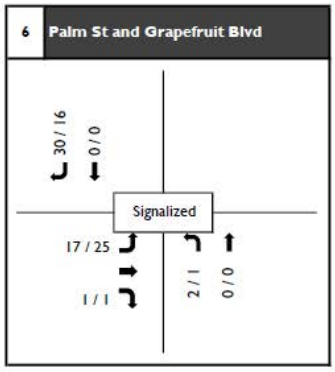


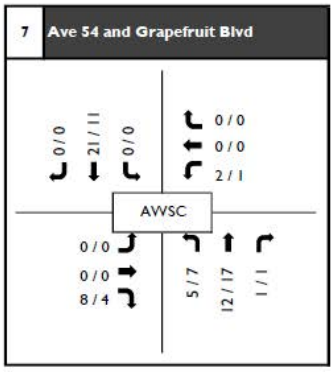


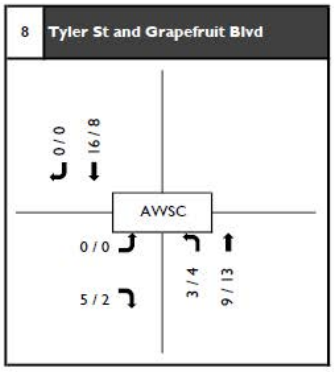


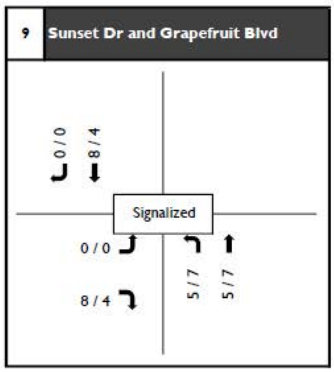


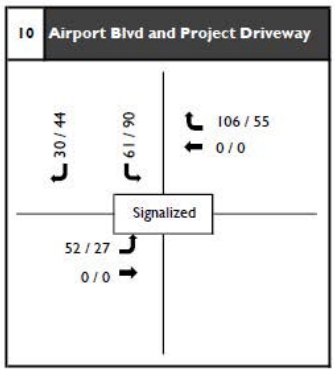










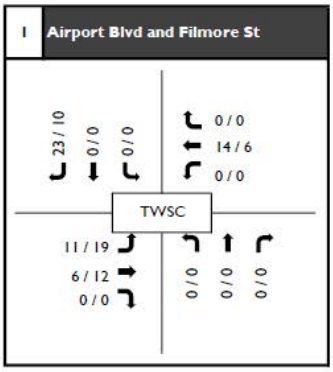


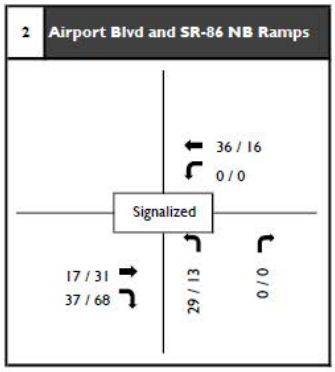
Roadway Segment	Phase I ADT
Airport Blvd	
SR-86 NB Ramps to SR-86 SB Ramps	1,410
SR-86 SB Ramps to Project Driveway	1,850
Project Driveway to Palm Street	910
Palm Street to Polk Street	330
Grapefruit Blvd	
Palm St to Ave 54	530
Ave 54 to Tyler St	360
Tyler St to Sunset Dr	280

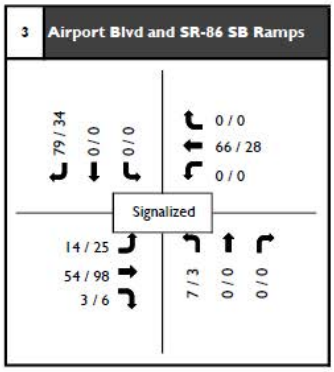
LEGEND
0/0 = (AM/PM) Peak Hour Volumes

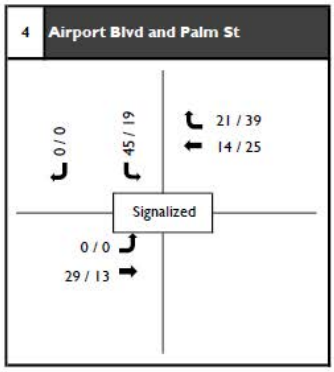
INTEGRATED ENGINEERING GROUP
TRANSPORTATION PLANNING AND ENGINEERING

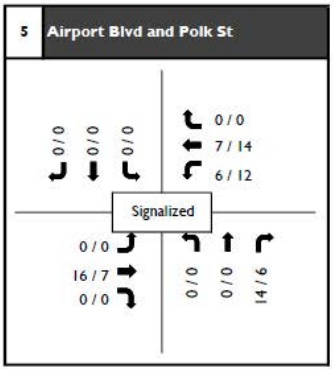
Coachella Airport Business Park
Project Phase I AM/PM Peak Hour Intersection Volumes
Figure 1-3

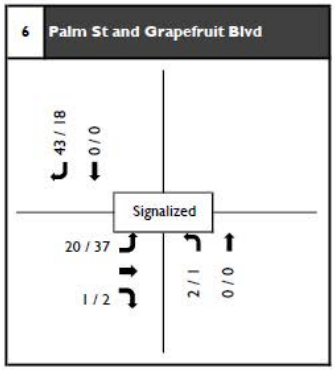


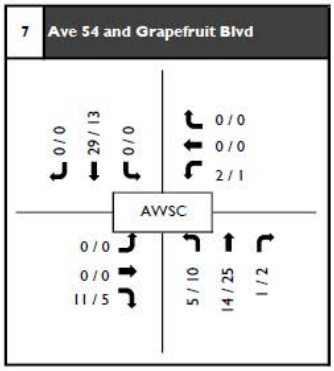


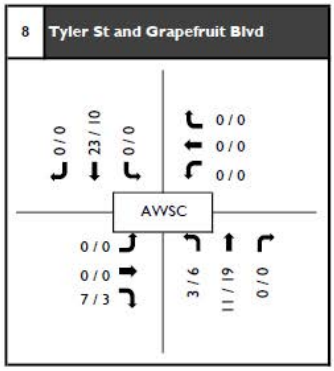


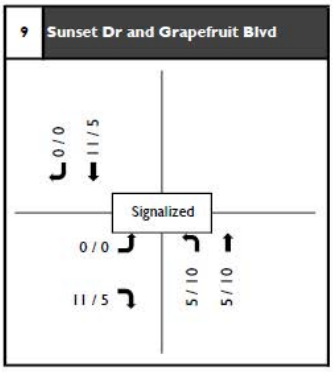


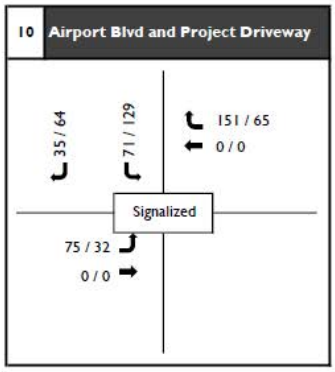










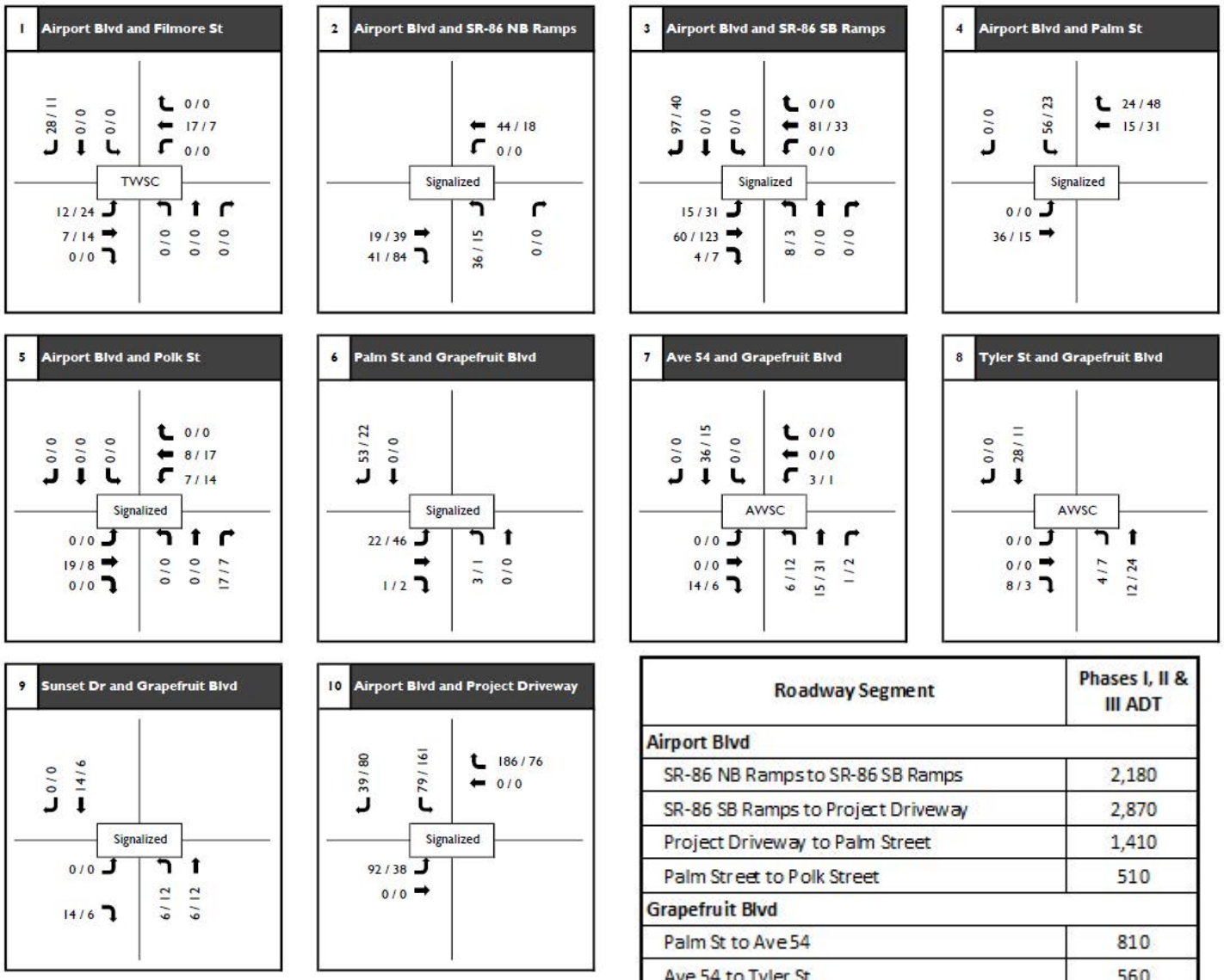


Roadway Segment	Phases I & II ADT
Airport Blvd	
SR-86 NB Ramps to SR-86 SB Ramps	1,830
SR-86 SB Ramps to Project Driveway	2,400
Project Driveway to Palm Street	1,180
Palm Street to Polk Street	430
Grapefruit Blvd	
Palm St to Ave 54	680
Ave 54 to Tyler St	470
Tyler St to Sunset Dr	360

LEGEND
0/0 = (AM/PM) Peak Hour Volumes

INTEGRATED ENGINEERING GROUP
TRANSPORTATION PLANNING AND ENGINEERING

Coachella Airport Business Park
Project Phases I & II
AM/PM Peak Hour Intersection Volumes
Figure 1-4



Roadway Segment	Phases I, II & III ADT
Airport Blvd	
SR-86 NB Ramps to SR-86 SB Ramps	2,180
SR-86 SB Ramps to Project Driveway	2,870
Project Driveway to Palm Street	1,410
Palm Street to Polk Street	510
Grapefruit Blvd	
Palm St to Ave 54	810
Ave 54 to Tyler St	560
Tyler St to Sunset Dr	430

LEGEND
0/0 = (AM/PM) Peak Hour Volumes

INTEGRATED ENGINEERING GROUP
TRANSPORTATION PLANNING AND ENGINEERING

Coachella Airport Business Park
Project Phases I, II & III
AM/PM Peak Hour Intersection Volumes
Figure 1-5

2.0 METHODOLOGIES

This section documents the methodologies and assumptions used to conduct the circulation impact analysis for the proposed project. This section contains the following background information:

- Study scenarios
- Study time periods
- Analysis methodologies

Refer to **Appendix A** for approved scoping agreement.

STUDY SCENARIOS

This report presents an analysis of the intersections and roadway segments operating conditions which were selected for the following anticipated timeframe scenarios:

- Existing Year 2024
  - Existing Year 2024 Baseline Conditions: Represents the traffic conditions of the existing street network.
- Opening Year 2027
  - Opening Year 2027 Baseline Conditions: Represents the traffic conditions of the street network assumed to be in place by Year 2027 (existing counts plus ambient growth).
  - Opening Year 2027 Plus Project Conditions: Represents the Opening Year 2027 Baseline traffic conditions with the addition of Phase I of the proposed project
- Opening Year 2030
  - Opening Year 2030 Baseline Conditions: Represents the traffic conditions of the street network assumed to be in place by Year 2030 (existing counts plus ambient growth plus Phase I of the proposed project)
  - Opening Year 2030 Plus Project Conditions: Represents the Opening Year 2030 Baseline traffic conditions with the addition of Phase II of the proposed project
- Opening Year 2033
  - Opening Year 2033 Baseline Conditions: Represents the traffic conditions of the street network assumed to be in place by Year 2033 (existing counts plus ambient growth plus Phases I & II of the proposed project)
  - Opening Year 2033 Plus Project Conditions: Represents the Opening Year 2033 Baseline traffic conditions with the addition of Phase III of the proposed project
- Buildout 2045
  - Buildout Year 2045 Baseline Conditions: Represents the traffic conditions of the street network assumed to be in place by Year 2045 (Community Buildout plus Phases I & II of the proposed project)
  - Buildout Year 2045 Plus Project Conditions: Represents the Buildout Year 2045 Baseline traffic conditions with the addition of Phase III of the proposed project

STUDY TIME PERIODS

The City selected the following peak hours for analysis:

- Weekday AM (peak hour between 7:00 AM and 9:00 AM)
- Weekday PM (peak hour between 4:00 PM and 6:00 PM)

ANALYSIS METHODOLOGIES

Street system operating conditions are typically described in terms of "level of service." Level of service is a report-card scale used to indicate the quality of traffic flow on roadway segments and at intersections. Level of service (LOS) ranges from LOS A (free flow, little congestion) to LOS F (forced flow, extreme congestion). **Table 2-1** describes generalized definitions of auto LOS A through F.

Table 2-1
Vehicular Level of Service Definitions

LOS	Characteristics
A	Primarily free-flow operation. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Controlled delay at the boundary intersections is minimal. The travel speed exceeds 85% of the base free-flow speed.
B	Reasonably unimpeded operation. The ability to maneuver within the traffic stream is only slightly restricted and control delay at the boundary intersections is not significant. The travel speed is between 67% and 85% of the base free-flow speed.
C	Stable operation. The ability to maneuver and change lanes at mid-segment locations may be more restricted than at LOS B. Longer queues at the boundary intersections may contribute to lower travel speeds. The travel speed is between 50% and 67% of the base free-flow speed.
D	Less stable condition in which small increases in flow may cause substantial increases in delay and decreases in travel speed. This operation may be due to adverse signal progression, high volume, or inappropriate signal timing at the boundary intersections. The travel speed is between 40% and 50% of the base free-flow speed.
E	Unstable operation and significant delay. Such operations may be due to some combination of adverse signal progression, high volume, and inappropriate signal timing at the boundary intersections. The travel speed is between 30% and 40% of the base free-flow speed.
F	Flow at extremely low speed. Congestion is likely occurring at the boundary intersections, as indicated by high delay and extensive queuing. The travel speed is 30% or less of the base free-flow speed. Also, LOS F is assigned to the subject direction of travel if the through movement at one or more boundary intersections have a volume-to-capacity ratio greater than 1.0.

Source: Highway Capacity Manual, Transportation Research Board (2016)

Intersection Capacity Analysis

The analysis of peak hour intersection performance was conducted using the Synchro 11 software program, which uses methodologies defined in the 2016 Highway Capacity Manual Sixth Edition (HCM) to calculate LOS. Level of service (LOS) for intersections is determined by control delay. Control delay is defined as the total elapsed time from when a vehicle stops at the end of a queue to the time the vehicle departs from the stop line. The total elapsed time includes the time required for the vehicle to travel from the last-in-queue position to the first-in-queue position, including deceleration of vehicles from free-flow speed to the speed of vehicles in the queue.

Signalized Intersections

The HCM analysis methodology for evaluating signalized intersections is based on the "operational analysis" procedure. This technique uses 1,900 passenger cars per hour of green per lane (pcphpl) as the maximum saturation flow of a single lane at an intersection. Average control delay is calculated by taking a volume-weighted average of all the delays for all vehicles entering the intersection. **Table 2-2** summarizes the level of service criteria for signalized intersections.

Table 2-2
Signalized Intersection Level of Service HCM Operational Analysis Method

Average Control Delay Per Vehicle (seconds)	Level of Service (LOS) Characteristics
≤10.0	*LOS A* occurs when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.
10.1 – 20.0	*LOS B* occurs when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.
20.1 – 35.0	*LOS C* occurs when progression is favorable or the cycle length is moderate. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.
35.1 – 55.0	*LOS D* occurs when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.
55.1 – 80.0	*LOS E* occurs when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.
>80.0	*LOS F* occurs when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

Source: Highway Capacity Manual, Transportation Research Board (2016)

All-way Stop-controlled (AWSC) Intersections

The HCM analysis methodology for evaluating all-way Stop-controlled intersections is based on the degree of conflict for each independent approach created by the opposing approach and each conflicting approach. Level of Service for AWSC intersections is also based on the average control delay. However, AWSC intersections have different threshold values than those applied to signalized intersections. This is based on the rationale that drivers expect AWSC intersections to carry lower traffic volumes than at signalized intersections. Therefore, a higher level of delay is acceptable at a signalized intersection for the same LOS.

Side-street Stop-controlled (SSSC) Intersections

The HCM analysis methodology for evaluating side-street stop-controlled (SSSC) intersections is based on gap acceptance and conflicting traffic for vehicles stopped on the minor-street approaches. The critical gap (minimum gap that would be acceptable) is defined as the minimum time interval in the major-street traffic stream that allows intersection entry for one minor-street vehicle. Average control delay and LOS for the "worst approach" are reported. Level of service is not defined for the intersection as a whole. **Table 2-3** summarizes the level of service criteria for unsignalized intersections.

Table 2-3
Level of Service Criteria for Stop Controlled Unsignalized Intersections

Average Control Delay (sec/veh)	Level of Service (LOS)
≤10.0	A
10.1 – 15.0	B
15.1 – 25.0	C
25.1 – 35.0	D
35.1 – 50.0	E
>50.0	F

Source: Highway Capacity Manual, Transportation Research Board (2016)

Supplemental Operational Analysis

Intersection turn lane queue analysis was conducted for the following turning movements to determine if additional queue storage was required under future year plus project scenarios.

2. Airport Boulevard and SR-86 Northbound Ramps – northbound left and northbound right
3. Airport Boulevard and SR-86 Southbound Ramps – shared southbound left/through, southbound right, westbound left, and eastbound left
4. Airport Boulevard and Palm Street – southbound left
6. Grapefruit Boulevard and Palm Street – eastbound left
10. Airport Boulevard and Project Driveway – southbound left and westbound right

Additionally, the following intersections were analyzed for an alternative that included right-turn overlap phasing for existing right-turn lanes under future year plus project scenarios.

4. Airport Boulevard and Palm Street – southbound left
6. Grapefruit Boulevard and Palm Street – eastbound left

Roadway Segments

Roadway segment operations were evaluated by comparing the forecasted traffic volumes to the maximum two-way daily traffic volumes based on the 1999 Modified Highway Capacity Manual Level of Service Tables as defined in the Riverside County Congestion Management Program. **Table 2-4** shows roadway classifications with volume capacities used for this study area.

Table 2-4
Roadway Segment Capacity Thresholds

Roadway Classification	Maximum Two-Way Traffic Volume (ADT)		
	LOS C	LOS D	LOS E
2-lane Arterial	14,400	16,200	18,000
4-lane Arterial	28,700	32,300	35,900
6-lane Urban Arterial	43,100	48,500	53,900

Source: County of Riverside Transportation Analysis Guidelines Appendix D (2020)

Traffic Signal Warrant Analysis

The Federal Highway Administration's (FHWA) Manual on Uniform Traffic Control Devices (MUTCD), amended with California MUTCD 2014 Edition, presents warrant criteria for justifying the installation of a traffic signal at an unsignalized intersection. The criteria include studying traffic conditions, pedestrian characteristics, and physical characteristics of the intersection location. The MUTCD indicates that satisfaction of one or more of the traffic signal warrants does not in itself require the installation of a traffic control signal.

This study uses the Peak Hour Volume Warrant 3 to assess the need of a traffic signal at the existing unsignalized intersection locations shown below:

- Airport Boulevard and Filmore Street
- Avenue 54 and Grapefruit Boulevard
- Tyler Street and Grapefruit Boulevard

Additionally, the intersection of Airport Boulevard and Project Driveway is not an existing intersection and therefore, Figure 4C-103(CA) is used in accordance with CA MUTCD Section 4B.102(CA).

Coachella General Plan Compliance

Consistent with the Guidelines, the traffic impact analysis will identify LOS deficiencies for compliance with City of Coachella General Plan. Instead, deficiencies and improvements may be incorporated into project conditions of approval as deemed satisfactory to the City Engineer. The City of Coachella has established LOS "D" as the minimum allowable level of service at intersections. Therefore, any intersection operating at LOS "E" or worse will be considered deficient for the purposes of this analysis.

Transportation Uniform Mitigation Fee & Development Impact Fee

New development projects within the City of Coachella are required to provide needed infrastructure improvements to meet the demand created by the development and provide off-site improvements designed to ensure construction of the local and regional transportation networks to their ultimate classifications. Payment toward the Coachella Valley Association of Governments (CVAG) Transportation Uniform Mitigation Fee (TUMF) and City of Coachella Development Impact Fee (DIF) Programs would fund the Project's fair share of the planned improvements to the roadways and intersections identified as cumulative traffic deficiencies.

Caltrans Local Development-Intergovernmental Office Compliance

California Department of Transportation (Caltrans) Local Development-Intergovernmental (LDIGR) Office published the Interim LDIGR Safety Review Practitioners Guidance in July 2020. Regarding freeway facilities, this LDIGR Guidance requests consideration of the following:

- Transition between free flow and metered flow – SR-86 northbound and southbound on-ramps at Airport Boulevard are not metered and therefore, this consideration does not apply to the Project
- Queuing at off-ramps resulting in slow or stopped traffic on the mainline or speed differentials between adjacent lanes – this consideration is included in this transportation analysis
- Queuing exceeding turn pocket length that impedes through-traffic – this consideration is included in this transportation analysis

3.0 EXISTING YEAR 2024 SCENARIO

This section documents the circulation system conditions within the study area of the project under Existing Year 2024 project scenario. No network improvements are assumed under Existing Year 2024 project scenario.

ROADWAY NETWORK

Locally significant roadway located within the study area of the proposed project is discussed below.

Airport Boulevard from Polk Street to Fillmore Street functions as a major arterial. Airport Boulevard consists of 4 lanes from Polk Street to Palm Street, 3 lanes from Palm Street to Orange Street and 2 lanes from Orange Street to Fillmore Street. The posted speed limit on Airport Boulevard is 45 miles per hour (mph) between Polk Street and Fillmore Street and 55 mph east and west of this segment. Per the City of Coachella General Plan and the County of Riverside General Plan, the buildout classification for this segment of Airport Boulevard is a 6-lane major arterial.

Grapefruit Boulevard (CA-111) functions as a 2-lane major arterial from Tyler Street to Palm Street and as a 4-lane major arterial from Sunset Drive to Tyler Street within the City of Coachella. The posted speed limit on Grapefruit Boulevard is 55 mph. Per the City of Coachella General Plan, the buildout classification for this segment of Grapefruit Boulevard is a 6-lane major arterial.

Figures 3-1 and **3-2** shows City of Coachella Future Roadway Network and Cross Sections, respectively.

TRANSIT SYSTEM

The SunLine Transit Agency is the main transit agency servicing the City of Coachella. Currently, SunLine operates buses on Route 8 along the project frontage. Route 8 operates seven days a week and connects Coachella to Indio to the north and Mecca to the south. Daily service frequency is 60 minutes. Bus stops for Route 8 are currently located along the project frontage. Pedestrian accessibility and connectivity from the project site to the northbound bus stop will be provided along the north side of Airport Blvd through construction of sidewalk. There is existing sidewalk along the south side of Airport Boulevard for the southbound bus stop, but crossing is not available at the intersection with Desert Cactus Drive/Route 86 Southbound Ramp.

ACTIVE TRANSPORTATION SYSTEM

Active transportation facilities including pedestrian and bicycle facilities within the study area of the project are limited. Pedestrian crosswalks are generally provided at sign intersections along Airport Boulevard. Neither bicycle facilities nor sidewalks currently exist along the project frontage on Airport Boulevard. However, Pedestrian crosswalks and sidewalks are provided along the south side of Airport Boulevard. Bicycle facilities do not currently exist along Airport Boulevard. Project is proposing to provide half width right-of-way improvements along the property frontage including vehicular travel lane, bike lanes, curb, gutter and sidewalk.

TRAFFIC VOLUMES

Existing intersection peak hour and average daily traffic counts were collected on Thursday, January 18, 2024 and are shown in Appendix B.

ANALYSIS RESULTS

Tables 3-1 through **3-3** show Existing Conditions intersection operation, intersection queuing and roadway segment analysis results.

Figure 3-3 shows intersection turning movement volumes under Existing Year 2024 scenario.

Table 3-1
Existing Year 2024 Scenario Intersection Operation Analysis

Intersection	Intersection Control	Existing Year 2024	
		Delay (a)	LOS (b)
AM Peak/PM Peak			
1. Airport Boulevard and Filmore Street	SSSC	10.7/11.0	B/B
2. Airport Boulevard and SR-86 Northbound Ramps	Signal	12.4/8.7	B/A
3. Airport Boulevard and SR-86 Southbound Ramps	Signal	18.7/12.9	B/B
4. Airport Boulevard and Palm Street	Signal	7.6/8.0	A/A
5. Airport Boulevard and Polk Street	Signal	15.1/10.1	B/B
6. Palm Street and Grapefruit Boulevard	Signal	6.1/8.1	A/A
7. Avenue 54 and Grapefruit Boulevard	AWSC	14.2/37.3	B/**E**
8. Tyler Street and Grapefruit Boulevard	AWSC	15.3/27.9	C/D
9. Sunset Drive and Grapefruit Boulevard	Signal	4.8/6.0	A/A

Notes:
***Bold** indicates intersections operating at LOS E or F.*
(a) Delay refers to the average control delay, measured in seconds per vehicle for the entire signalized or all-way stop-controlled (AWSC) intersection. At side-street stop-controlled (SSSC) intersection, delay refers to the worst movement.
(b) LOS calculations are based on the methodology outlined in the Highway Capacity Manual 6th Edition and performed using Synchro 11.

Per the analysis results shown in **Table 3-1**, all analyzed intersections are operating at an acceptable LOS under Existing scenario, except for the intersection of Avenue 54 and Grapefruit Boulevard.

Table 3-2
Existing Year 2024 Scenario Roadway Segment Capacity Analysis

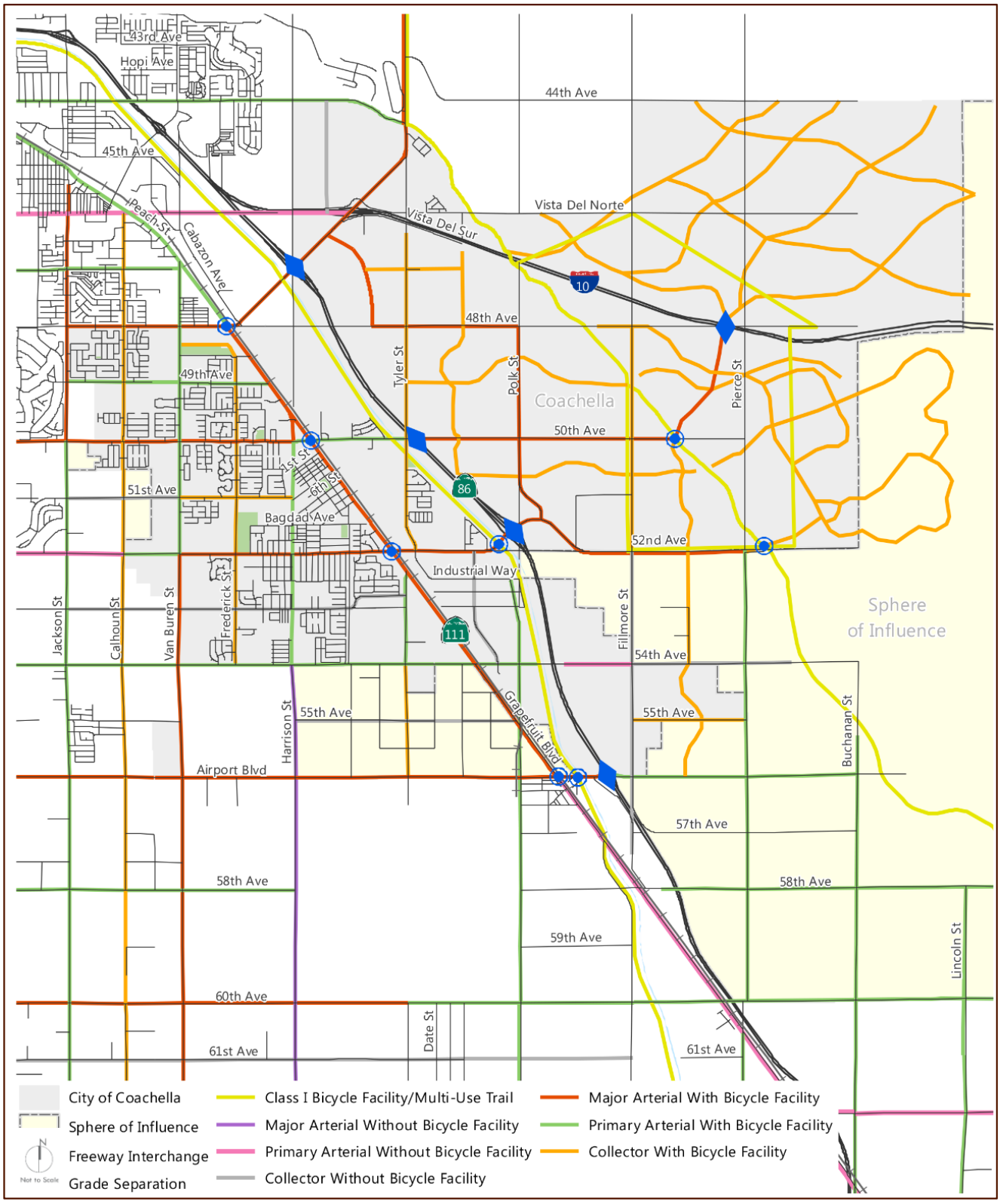
Roadway Segment	Classification	LOS E Capacity	Existing Year 2024		
			ADT	v/c ratio	LOS
Airport Boulevard					
SR-86 SB Ramps to SR-86 NB Ramps	2-lane Arterial	18,000	5,760	0.320	A
SR-86 SB Ramps to Project Driveway	2-lane Arterial	18,000	7,615	0.423	A
Project Driveway to Palm Street	2-lane Arterial	18,000	7,778	0.432	A
Palm Street to Polk Street	4-lane Arterial	35,900	6,912	0.193	A
Grapefruit Boulevard					
Palm Street to Avenue 54	2-lane Arterial	18,000	11,004	0.611	B
Avenue 54 to Tyler Street	2-lane Arterial	18,000	9,629	0.535	A
Tyler Street to Sunset Drive	4-lane Arterial	35,900	14,656	0.408	A

Per the analysis results shown in **Table 3-2**, all analyzed roadway segments are operating at an acceptable LOS under Existing 2024 Conditions.

TRAFFIC RELATED DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

The proposed project would not have any intersection operation or roadway segment capacity deficiencies under Existing Conditions, as shown in **Tables 3-1** and **3-2**.

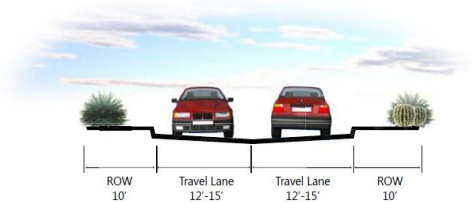
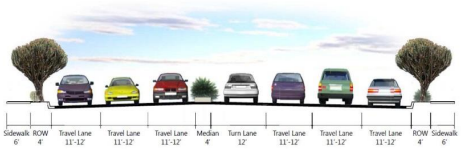
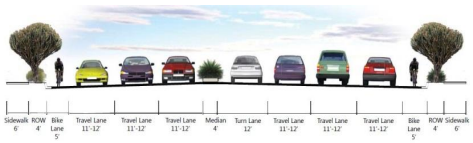
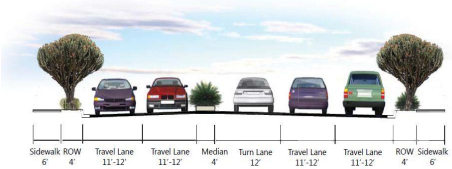
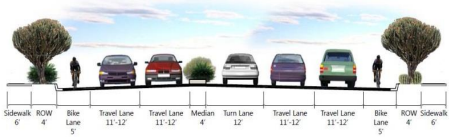
Existing Conditions peak hour analysis worksheets are provided in **Appendix C**.



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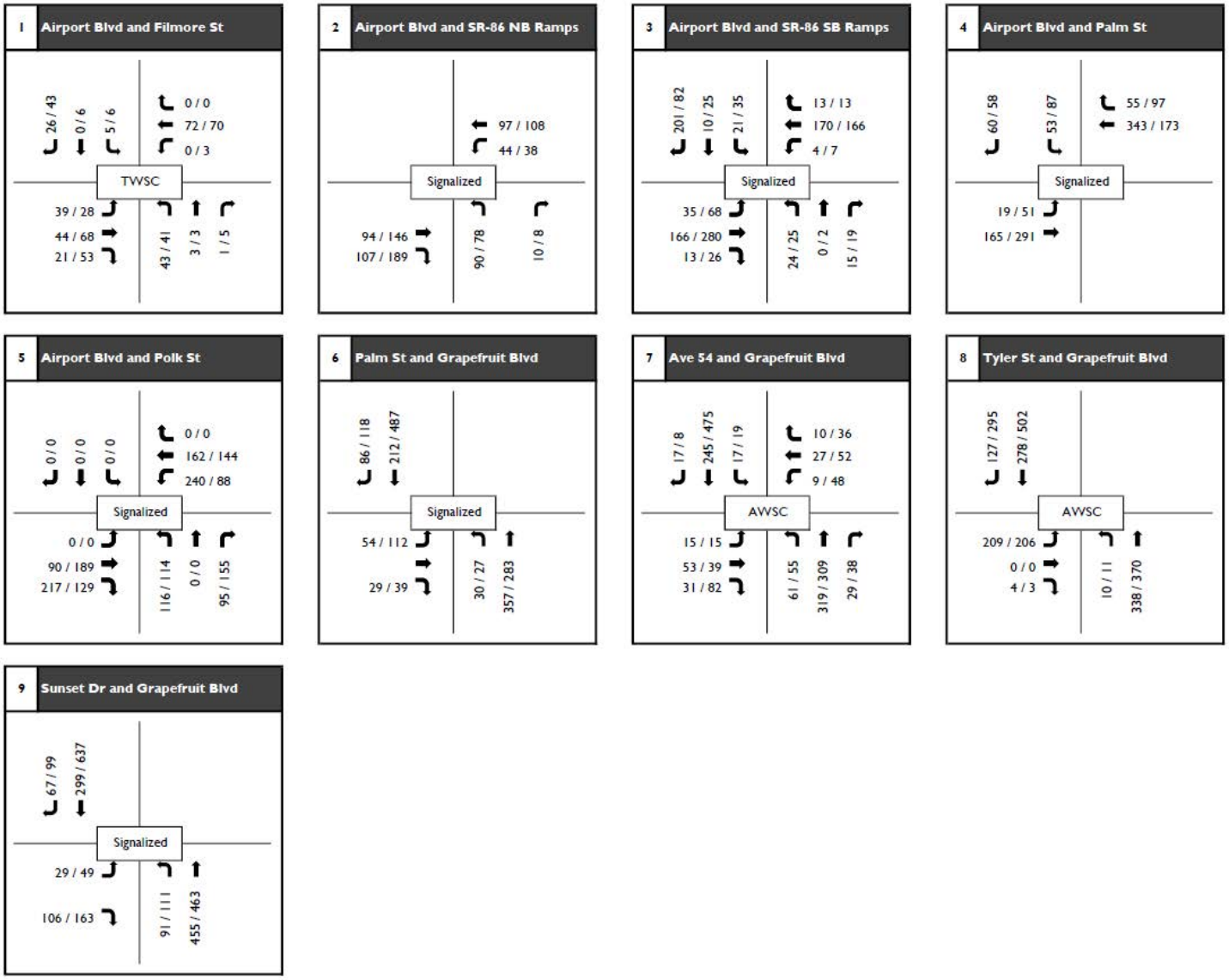
Coachella Airport Business Park
City of Coachella Circulation Network
Figure 3-1

Table 5-1: Street Typologies

STREET TYPE	DESCRIPTION	CROSS-SECTION	ROW	TRAVEL LANE WIDTH	SIDEWALK WIDTH	BIKE LANE WIDTH	PRIORITIZED			
							PED	BIKE	BUS	AUTO
COUNTRY ROAD	Two-lane roadways designed to carry traffic through rural areas of the City. It is designed for higher speeds and a variety of vehicles including cars, large trucks, and agricultural equipment as necessary. Limited bicycle and pedestrian usage is anticipated.		50 feet	12 to 15 feet	Not Present	Not Present	N	N	N	Y
MAJOR ARTERIAL	These facilities provide for all modes of travel, but they acknowledge that the arterial is a primary link in the City's vehicular transportation system. Major arterials have six travel lanes and can have ROW up to 120 feet. Travel lanes can vary from 11 to 12 feet.		108 feet	11 to 12 feet	6 feet or more	Not Present	N	N	Y	Y
MAJOR ARTERIAL WITH ENHANCED BICYCLE FACILITIES	These facilities provide for all modes of travel, but they acknowledge that the arterial is a primary link in the City's vehicular transportation system. Major arterials have six travel lanes and can have ROW up to 132 feet. Travel lanes can vary from 11 to 12 feet.		118 feet	11 to 12 feet	6 feet or more	5 feet or more	Y	Y	Y	Y
PRIMARY ARTERIAL	These facilities provide for all modes of travel, but they acknowledge that the arterial is a primary link in the City's vehicular transportation system. Major arterials have four travel lanes and can have ROW up to 110 feet. Travel lanes can vary from 11 to 12 feet.		84 feet	11 to 12 feet	6 feet or more	Not present	N	N	Y	Y
PRIMARY ARTERIAL WITH ENHANCED BICYCLE FACILITIES	These facilities provide superior accommodations for bicyclists as compared to regular arterials. In-street Bicycle lanes (Class II) facilities are provided. The bicycle lanes can vary from 5 to 6 feet. The travel lanes can vary from 11 to 12 feet.		94 feet	11 to 12 feet	6 feet or more	5 feet or more	Y	Y	Y	Y

INTEGRATED ENGINEERING GROUP
TRANSPORTATION PLANNING AND ENGINEERING

Coachella Airport Business Park
City of Coachella General Plan Roadway Cross-Sections
Figure 3-2



LEGEND

0/0 = (AM/PM) Peak Hour Volumes

INTEGRATED ENGINEERING GROUP
TRANSPORTATION PLANNING AND ENGINEERING

Coachella Airport Business Park
Existing Year (2024)
AM/PM Peak Hour Intersection Volumes
Figure 3-3

4.0 OPENING YEAR 2027 SCENARIO

This section documents the circulation system conditions within the study area of the project under Opening Year 2027 project scenarios. The Opening Year 2027 Baseline Conditions traffic volumes were developed by applying the annual growth factors per intersection approach (shown in Appendix B) to 2024 counts for 3 years. Phase I Project traffic volumes are then added to the Opening Year 2027 Baseline Conditions traffic volumes to develop Opening Year 2027 Plus Project Conditions traffic volumes. This section also documents potential operational deficiencies on the existing local and regional circulation networks. Under the Opening Year 2027 Plus Project scenario, the Project proposes a signalized intersection at the Airport Boulevard and Project Driveway intersection, since the signal is warranted in accordance with CA MUTCD Figure 4C-103(CA) included in **Appendix K**.

ANALYSIS RESULTS

Tables 4-1 through **4-4** show Opening Year Conditions 2027 intersection operation, intersection queuing and roadway segment analysis results.

Figures 4-1 and **4-2** show peak hour intersection turning movement volumes under Opening Year 2027 scenarios.

Table 4-1
Opening Year 2027 Scenario Intersection Operation Analysis

Intersection	Opening Year 2027 Baseline		Opening Year 2027 Plus Project		Opening Year 2027 With Improvement		Δ Delay (c)
	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	
AM Peak/PM Peak							
1. Airport Boulevard and Filmore Street	13.9/13.7	B/B	14.8/14.5	B/B			
2. Airport Boulevard and SR-86 Northbound Ramps	11.2/8.7	B/A	11.2/8.5	B/A			
3. Airport Boulevard and SR-86 Southbound Ramps	17.9/12.0	B/B	20.1.2/13.2	C/B			
4. Airport Boulevard and Palm Street	8.4/8.8	A/A	8.8/9.0	A/A			
4. Airport Boulevard and Palm Street[d]	8.4/8.8	A/A	8.6/8.7	A/A			
5. Airport Boulevard and Polk Street	15.7/12.4	B/B	16.2/12.7	B/B			
6. Palm Street and Grapefruit Boulevard	7.0/9.9	A/A	7.3/10.3	A/A			
6. Palm Street and Grapefruit Boulevard[d]	7.0/9.9	A/A	6.8/10.3	A/A			
7. Avenue 54 and Grapefruit Boulevard	85.5/217.2	**F/F**	92.1/228.6	**F/F**	8.1/9.2	A/A	-77.4/ -208.0
8. Tyler Street and Grapefruit Boulevard	60.3/175	**F/F**	69.3/178.6	**F/F**	7.8/9.1	A/A	-52.5/- 165.9
9. Sunset Drive and Grapefruit Boulevard	5.1/6.7	A/A	5.2/6.8	A/A			
10. Airport Boulevard and Project Driveway (Option A)[e]	Does not exist		4.3/6.4	A/A			
10. Airport Boulevard and Project Driveway (Option B)	Does not exist		4.2/6.3	A/A			

Notes:
***Bold** values indicate intersections operating at LOS E or F.*
(a) Delay refers to the average control delay, measured in seconds per vehicle for the entire signalized or all-way stop-controlled (AWSC) intersection. At side-street stop-controlled (SSSC) intersection, delay refers to the worst movement.
(b) LOS calculations are based on the methodology outlined in the Highway Capacity Manual 6th Edition and performed using Synchro 11
(c) Change in delay between Opening Year 2027 With Improvement and Opening Year 2027 Baseline
(d) Alternative analysis included right turn overlap phase.
(e) Option A assumed 30% inbound traffic has entered from easterly driveway and 70% enters from this analyzed driveway.

Per the analysis results shown in Table 4-1, all analyzed intersections are operating at an acceptable LOS under Opening Year 2027 scenario except for the following:

- Avenue 54 and Grapefruit Boulevard during AM and PM peaks (LOS F)
- Tyler Street and Grapefruit Boulevard during AM and PM peaks (LOS F)

TRAFFIC RELATED INTERSECTION DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

The proposed project would have an intersection operation deficiency under Opening Year 2027 Plus Project Conditions at the following intersection, as shown in **Table 4-1**:

- Avenue 54 and Grapefruit Boulevard during AM and PM peaks (LOS F)
- Tyler Street and Grapefruit Boulevard during AM and PM peaks (LOS F)

The following transportation improvements are recommended at the identified deficient locations:

- Avenue 54 and Grapefruit Boulevard – Signalize the intersection with no changes to existing configuration of 1 left, 1 through, and 1 right turn lane in northbound, southbound, and westbound directions, and 1 shared left/through/right in eastbound direction. Project will contribute toward this improvement via fee payment to City of Coachella DIF and TUMF programs for Projects B-349 and B-350.
- Tyler Street and Grapefruit Boulevard – Signalize the intersection with no changes to existing configuration of 1 shared left/through lane in northbound direction, 1 right and 1 through lane in southbound direction, and 1 shared left/right lane in eastbound direction. Project will contribute toward this improvement via fee payment to City of Coachella DIF and TUMF programs for Project B-349.

Table 4-1 displays the analysis results after the implementation of the improvements described above. As shown, the deficient locations will be improved to delays less than Opening Year 2027 Baseline conditions with the implementation of the proposed transportation improvements. The intersections of Avenue 54 and Grapefruit Boulevard and Tyler Street and Grapefruit Boulevard warrant a traffic signal under Opening Year 2027 scenario. Traffic signal warrant worksheets are provided in **Appendix N**.

Opening Year 2027 Baseline and Opening Year 2027 Plus Project peak hour analysis worksheets are provided in **Appendices D** and **E**, respectively. Intersection with improvement peak hour analysis worksheets are provided in **Appendix M**.

Table 4-2
Opening Year 2027 Plus Project Intersection Queue Analysis

Intersection	Movement	Analyzed Turn Lane Length (ft)	Queue (ft)		Excess Demand		Recommended Turn Lane Length (ft)
			AM	PM	AM	PM	
2. Airport Boulevard and SR-86 Northbound Ramps	NBL	1000	135	123	--	--	1000
	NBR	575	25	26	--	--	575
3. Airport Boulevard and SR-86 Southbound Ramps	SBL/SBT	1300	65	88	--	--	1300
	SBR	700	112	73	--	--	700
	WBL	500	18	29	--	--	500
	EBL	170	69	116	--	--	170
4. Airport Boulevard and Palm Street	SBL	100	38	45	--	--	100
6. Palm Street and Grapefruit Boulevard	EBL	100	52	106	--	6	120
10. Airport Boulevard and Project Driveway	SBL	400	78	96	--	--	400
	WBR	325	41	28	--	--	325

Per the analysis results shown in **Table 4-2**, there will be excess queue demand at the eastbound left turn lane at the intersection of Palm Street and Grapefruit Boulevard. Therefore, the recommended turn lane length for this movement is 120 feet. This can be accommodated within the existing 540 ft distance between Intersection 4 and 6 limit lines. Additionally, the PM peak hour left turn volume is 175 vehicles and the Guidelines Appendix C does not recommend dual left turn lanes for a peak hour volume of less than 300 vehicles. Vehicular queue worksheets are provided in **Appendix L**.

Table 4-3
Opening Year 2027 Scenario Roadway Segment Capacity Analysis

Roadway Segment	Classification	LOS E Capacity	Opening Year 2027 Baseline			Opening Year 2027 Plus Project		
			ADT	v/c ratio	LOS	ADT	v/c ratio	LOS
Airport Boulevard								
SR-86 SB Ramps to SR-86 NB Ramps	2-lane Arterial	18,000	7,376	0.410	A	8,786	0.488	A
SR-86 SB Ramps to Project Driveway	2-lane Arterial	18,000	9,145	0.508	A	10,995	0.611	A
Project Driveway to Palm Street	2-lane Arterial	18,000	9,227	0.513	A	10,137	0.0563	A
Palm Street to Polk Street	4-lane Arterial	35,900	8,362	0.233	A	8,692	0.242	A
Grapefruit Boulevard								
Palm Street to Avenue 54	2-lane Arterial	18,000	15,390	0.855	D	15,920	0.884	D
Avenue 54 to Tyler Street	2-lane Arterial	18,000	16,419	0.912	**E**	16,779	0.932	**E**
Tyler Street to Sunset Drive	4-lane Arterial	35,900	18,854	0.525	A	19,134	0.533	A

Notes:
***Bold** indicates roadway segment capacity at LOS E or F.*

Per the analysis results shown in **Table 4-3**, all analyzed roadway segments are operating at an acceptable LOS under Opening Year 2027 scenario, except for Grapefruit Boulevard between Avenue 54 and Tyler Street.

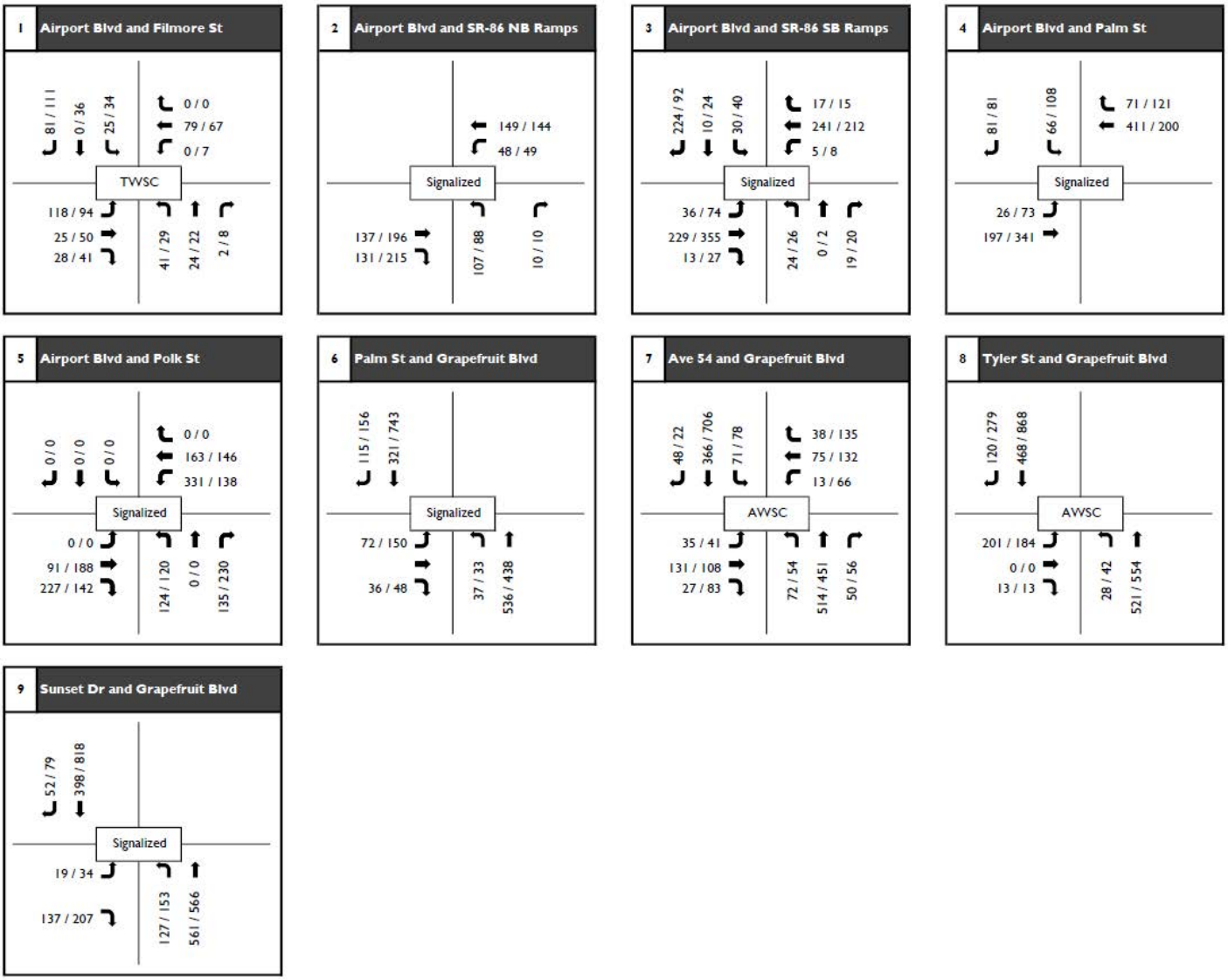
TRAFFIC RELATED ROADWAY SEGMENT DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

The proposed project would have a capacity deficiency under Opening Year 2027 Plus Project Conditions at the roadway segment of Grapefruit Boulevard between Avenue 54 and Tyler Street, as shown in **Table 4-3**. Widening the roadway to its ultimate classification of 6-lane major arterial would increase the capacity of the roadway and result in an acceptable LOS, as shown in **Table 4-4**. The Project will contribute toward this improvement via fee payment to City of Coachella DIF and TUMF programs for Project B-349.

Table 4-4
Opening Year 2027 With Improvement Roadway Segment Capacity Analysis

Roadway Segment	Classification	LOS E Capacity	Opening Year 2027 Plus Project			Opening Year 2027 With Improvement		
			ADT	v/c ratio	LOS	ADT	v/c ratio	LOS
Grapefruit Boulevard								
Avenue 54 to Tyler Street	6-lane Urban Arterial	53,900	16,779	0.932	**E**	16,779	0.311	A

Notes:
***Bold** indicates roadway segment capacity at LOS E or F.*

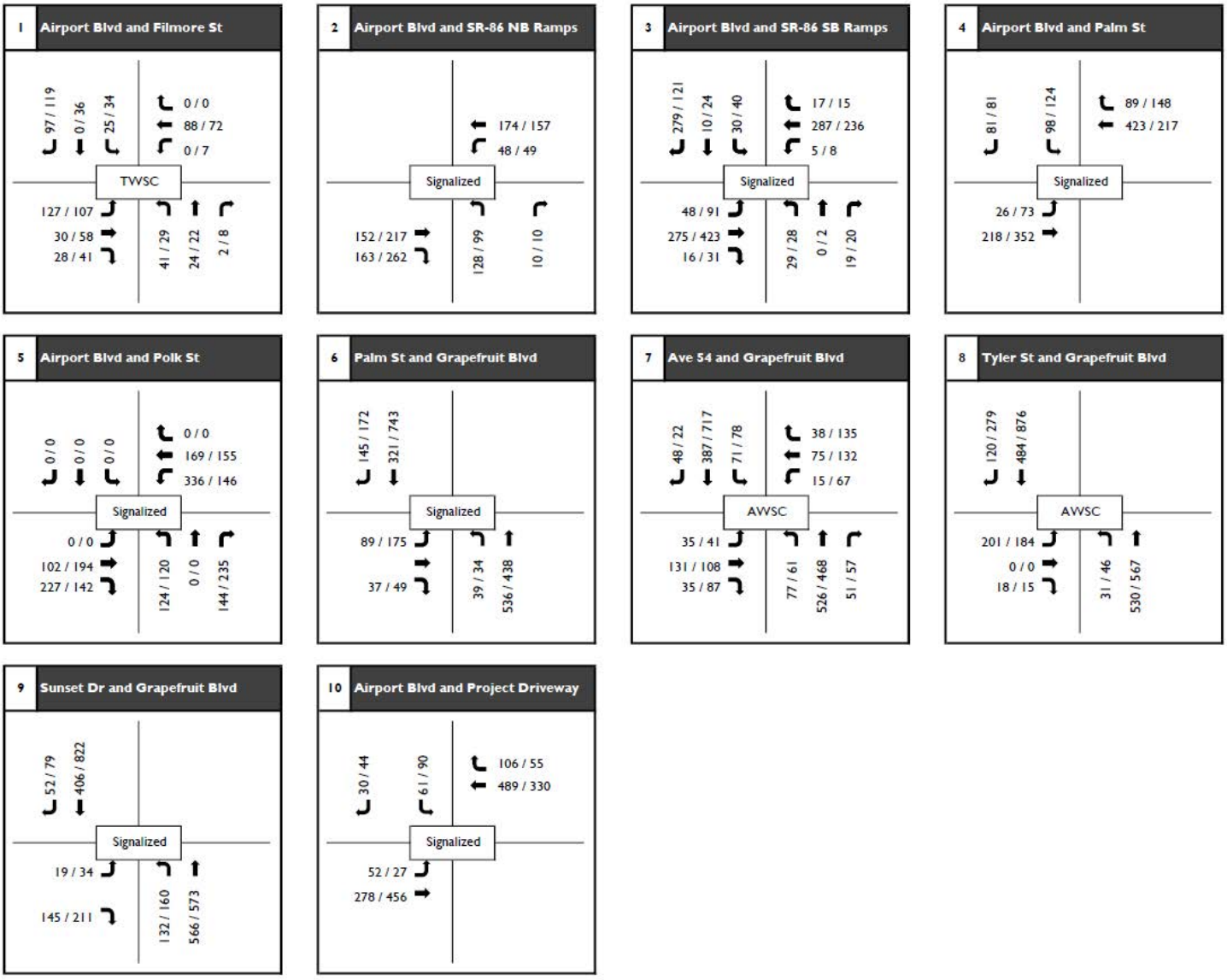


LEGEND

0/0 = (AM/PM) Peak Hour Volumes

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Coachella Airport Business Park
Opening Year 2027 Baseline AM/PM
Peak Hour Intersection Volumes
Figure 4-1



LEGEND

0/0 = (AM/PM) Peak Hour Volumes

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Coachella Airport Business Park
Opening Year 2027 Plus Project
AM/PM Peak Hour Intersection Volumes
Figure 4-2

5.0 OPENING YEAR 2030 CONDITIONS

This section documents the circulation system conditions within the study area of the project under Opening Year 2030 project scenarios. The Opening Year 2030 Baseline Conditions traffic volumes were developed by applying the annual growth factors per intersection approach (shown in Appendix B) to 2024 counts for 6 years, in addition to Phase I of the proposed project. Phase II Project traffic volumes are then added to the Opening Year 2030 Baseline Conditions traffic volumes to develop Opening Year 2030 Plus Project Conditions traffic volumes. This section also documents potential operational deficiencies on the existing local and regional circulation networks. The Project proposes a signalized intersection at the Airport Boulevard and Project Driveway intersection under Opening Year 2030 scenarios, since the signal is warranted in accordance with CA MUTCD Figure 4C-103(CA) included in **Appendix K**.

ANALYSIS RESULTS

Tables 5-1 through **5-4** show Opening Year 2030 Conditions intersection operation, intersection queuing and roadway segment analysis results.

Figures 5-1 and **5-2** show Opening Year 2030 Conditions intersection turning movement volumes.

Table 5-1
Opening Year 2030 Scenario Intersection Operation Analysis

Intersection	Opening Year 2030 Baseline		Opening Year 2030 Plus Project		Opening Year 2030 With Improvement		Δ Delay (c)
	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	
AM Peak/PM Peak							
1. Airport Boulevard and Filmore Street	20.8/19.0	C/C	21.4/19.7	C/C			
2. Airport Boulevard and SR-86 Northbound Ramps	10.8/8.5	B/A	11.1/8.4	B/A			
3. Airport Boulevard and SR-86 Southbound Ramps	22.6/12.6	C/B	24.4/13.1	C/B			
4. Airport Boulevard and Palm Street	9.3/9.4	A/A	9.3/9.5	A/A			
4. Airport Boulevard and Palm Street[d]	9.3/9.4	A/A	9.2/9.3	A/A			
5. Airport Boulevard and Polk Street	20.9/19.5	C/B	21.3/20.1	C/C			
6. Palm Street and Grapefruit Boulevard	8.2/18.7	A/B	8.2/19.2	A/B			
6. Palm Street and Grapefruit Boulevard[d]	8.2/18.7	A/B	7.8/18.7	A/B			
7. Avenue 54 and Grapefruit Boulevard	278.6/510.5	**F**/**F**	283.7/514.76	**F**/**F**	10.8/10.0	B/B	-267.8/ -500.5
8. Tyler Street and Grapefruit Boulevard	194.6/459.9	**F**/**F**	198.7/460.8	**F**/**F**	23.7/277. 1	C/**F**	-170.9/- 182.8
9. Sunset Drive and Grapefruit Boulevard	5.6/7.0	A/A	5.6/7.0	A/A			
10. Airport Boulevard and Project Driveway (Option A)[e]	4.1/6.0	A/A	4.4/7.6	A/A			
10. Airport Boulevard and Project Driveway (Option B)	3.9/5.9	A/A	4.3/7.5	A/A			

Notes:
***Bold** values indicate intersections operating at LOS E or F.*
(a) Delay refers to the average control delay, measured in seconds per vehicle for the entire signalized or all-way stop-controlled (AWSC) intersection. At side-street stop-controlled (SSSC) intersection, delay refers to the worst movement.
(b) LOS calculations are based on the methodology outlined in the Highway Capacity Manual 6th Edition and performed using Synchro 11.
(c) Change in delay between Opening Year 2030 With Improvement and Opening Year 2030 Baseline
(d) Alternative analysis included right turn overlap phase.
(e) Option A assumed 30% inbound traffic has entered from easterly driveway and 70% enters from this analyzed driveway.

Per the analysis results shown in **Table 5-1**, all analyzed intersections are operating at an acceptable LOS under Opening Year 2030 Baseline Conditions except for the following:

- Avenue 54 and Grapefruit Boulevard during AM and PM peaks (LOS F)
- Tyler Street and Grapefruit Boulevard during AM and PM peaks (LOS F)

TRAFFIC RELATED INTERSECTION DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

The proposed project would have an intersection operation deficiency under Opening Year 2030 Plus Project Conditions at the following intersections, as shown in **Table 5-1**:

- Avenue 54 and Grapefruit Boulevard during AM and PM peak (LOS F)
- Tyler Street and Grapefruit Boulevard during AM and PM peaks (LOS F)

The following transportation improvements are recommended at the identified deficient locations:

- Avenue 54 and Grapefruit Boulevard – Signalize the intersection with no changes to existing configuration of 1 left, 1 through, and 1 right turn lane in northbound, southbound, and westbound directions, and 1 shared left/through/right in eastbound direction. Project will contribute toward this improvement via fee payment to City of Coachella DIF and TUMF programs for Projects B-349 and B-350.
- Tyler Street and Grapefruit Boulevard – Signalize the intersection signalization with no changes to existing configuration of 1 shared left/through lane in northbound direction, 1 right and 1 through lane in southbound direction, and 1 shared left/right lane in eastbound direction. Project will contribute toward this improvement via fee payment to City of Coachella DIF and TUMF programs for Project B-349.

Table 5-1 displays the analysis results after the implementation of the improvements described above. As shown, all deficient locations will be improved to delays less than Opening Year 2030 Baseline conditions with the implementation of the proposed transportation improvements. The deficient intersections both already warranted a traffic signal under Opening Year 2027 Conditions. Traffic signal warrant worksheets are provided in **Appendix N**.

Opening Year 2030 Baseline and Opening Year 2030 Plus Project peak hour analysis worksheets are provided in **Appendices F** and **G**, respectively. Intersection with improvement peak hour analysis worksheets are provided in **Appendix M.**

Table 5-2
Opening Year 2030 Plus Project Intersection Queue Analysis

Intersection	Movement	Analyzed Turn Lane Length (ft)	Queue (ft)		Excess Demand		Recommended Turn Lane Length (ft)
			AM	PM	AM	PM	
2. Airport Boulevard and SR-86 Northbound Ramps	NBL	1000	150	124	--	--	1000
	NBR	575	27	29	--	--	575
3. Airport Boulevard and SR-86 Southbound Ramps	SBL/SBT	1300	66	89	--	--	1300
	SBR	700	153	77	--	--	700
	WBL	500	19	29	--	--	500
	EBL	170	72	119	--	--	170
4. Airport Boulevard and Palm Street	SBL	100	51	59	--	--	100
6. Palm Street and Grapefruit Boulevard	EBL	100	72	139	--	39	140
10. Airport Boulevard and Project Driveway	SBL	400	93	141	--	--	400
	WBR	325	51	33	--	--	325

Per the analysis results shown in **Table 5-2**, there will be excess queue demand at the eastbound left turn lane at the intersection of Palm Street and Grapefruit Boulevard. Therefore, the recommended turn lane length for this movement is 140 feet. This can be accommodated within the existing 540 ft distance between Intersection 4 and 6 limit lines. Additionally, the PM peak hour left turn volume is 226 vehicles and the Guidelines Appendix C does not recommend dual left turn lanes for a peak hour volume of less than 300 vehicles. Vehicular queue worksheets are provided in **Appendix L**.

Table 5-3
Opening Year 2030 Scenario Roadway Segment Capacity Analysis

Roadway Segment	Classification	LOS E Capacity	Opening Year 2030 Baseline			Opening Year 2030 Plus Project		
			ADT	v/c ratio	LOS	ADT	v/c ratio	LOS
Airport Boulevard								
SR-86 SB Ramps to SR-86 NB Ramps	2-lane Arterial	18,000	10,402	0.578	A	10,822	0.601	B
SR-86 SB Ramps to Project Driveway	2-lane Arterial	18,000	12,525	0.696	B	13,075	0.726	C
Project Driveway to Palm Street	2-lane Arterial	18,000	11,586	0.644	B	11,856	0.659	B
Palm Street to Polk Street	4-lane Arterial	35,900	10,142	0.283	A	10,242	0.285	A
Grapefruit Boulevard								
Palm Street to Avenue 54	2-lane Arterial	18,000	20,306	1.128	**F**	20,456	1.136	**F**
Avenue 54 to Tyler Street	2-lane Arterial	18,000	23,568	1.309	**F**	23,678	1.315	**F**
Tyler Street to Sunset Drive	4-lane Arterial	35,900	23,332	0.650	B	23,412	0.652	B

Notes:
***Bold** indicates roadway segment capacity at LOS E or F.*

Per the analysis results shown in **Table 5-3**, all analyzed roadway segments are operating at an acceptable LOS under Opening Year 2030 scenario, except for the following:

- Grapefruit Boulevard between Palm Street and Avenue 54
- Grapefruit Boulevard between Avenue 54 and Tyler Street

TRAFFIC RELATED ROADWAY SEGMENT DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

As shown in **Table 5-3**, the proposed project would have an intersection operation deficiency under Opening Year 2027 Plus Project Conditions at the following roadway segments:

- Grapefruit Boulevard between Palm Street and Avenue 54
- Grapefruit Boulevard between Avenue 54 and Tyler Street

The following transportation improvements are recommended at the identified deficient locations:

- Grapefruit Boulevard between Palm Street and Avenue 54 – Widening the roadway to its ultimate classification of 6-lane major arterial

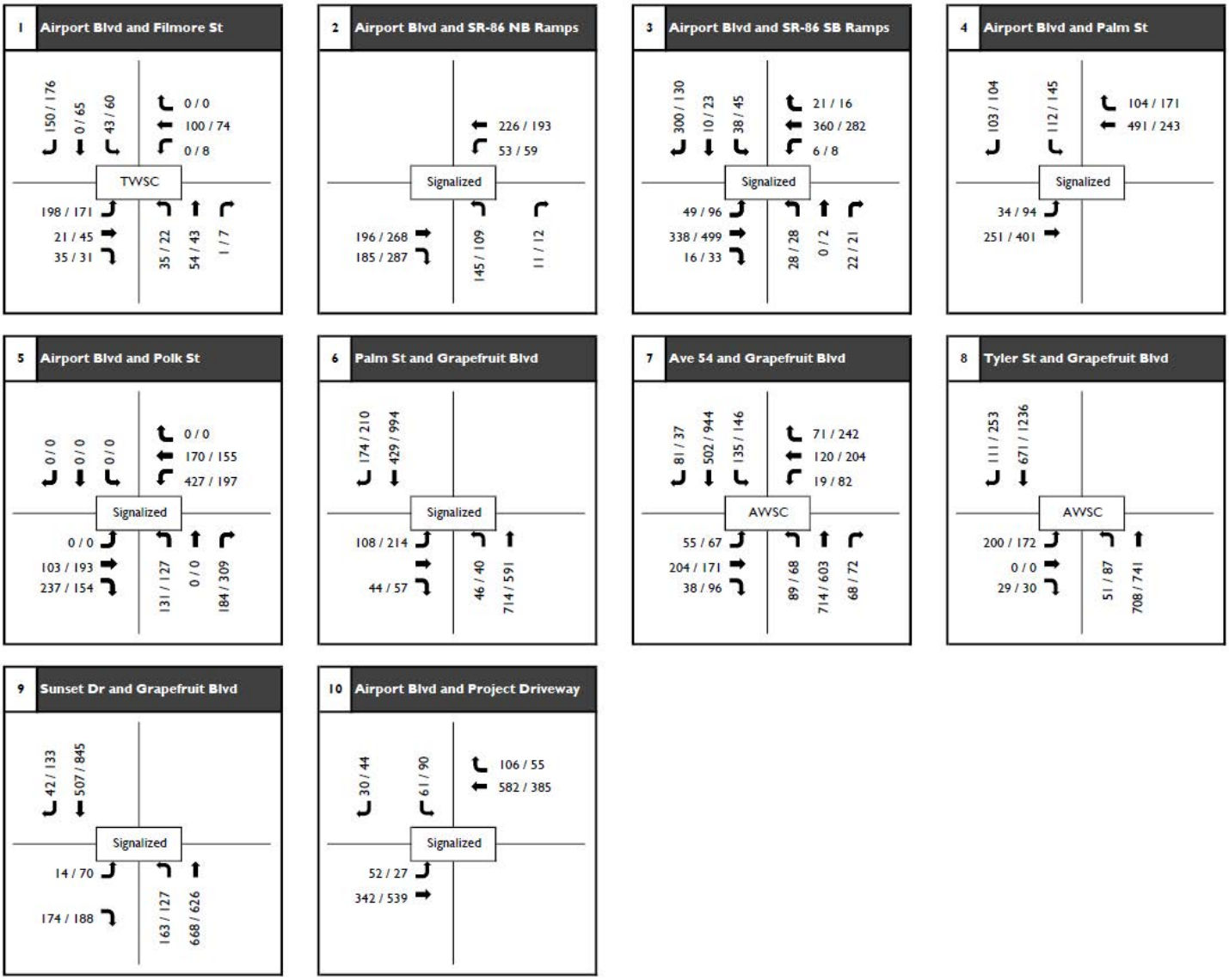
- Grapefruit Boulevard between Avenue 54 and Tyler Street – Widening the roadway to its ultimate classification of 6-lane major arterial

Table 5-4 displays the analysis results after the implementation of the improvements described above. As shown, all deficient locations will result in improved capacities to accommodate Opening Year 2030 Plus Project conditions with the implementation of the proposed transportation improvements.

Table 5-4
Opening Year 2030 Scenario Roadway Segment Capacity Analysis

Roadway Segment	Classification	LOS E Capacity	Opening Year 2030 Plus Project			Opening Year 2030 With Improvement		
			ADT	v/c ratio	LOS	ADT	v/c ratio	LOS
Grapefruit Boulevard								
Palm Street to Avenue 54	6-lane Urban Arterial	53,900	20,306	1.128	**F**	20,306	0.377	A
Avenue 54 to Tyler Street	6-lane Urban Arterial	53,900	23,568	1.309	**F**	23,568	0.437	A

Notes:
***Bold** indicates roadway segment capacity at LOS E or F.*

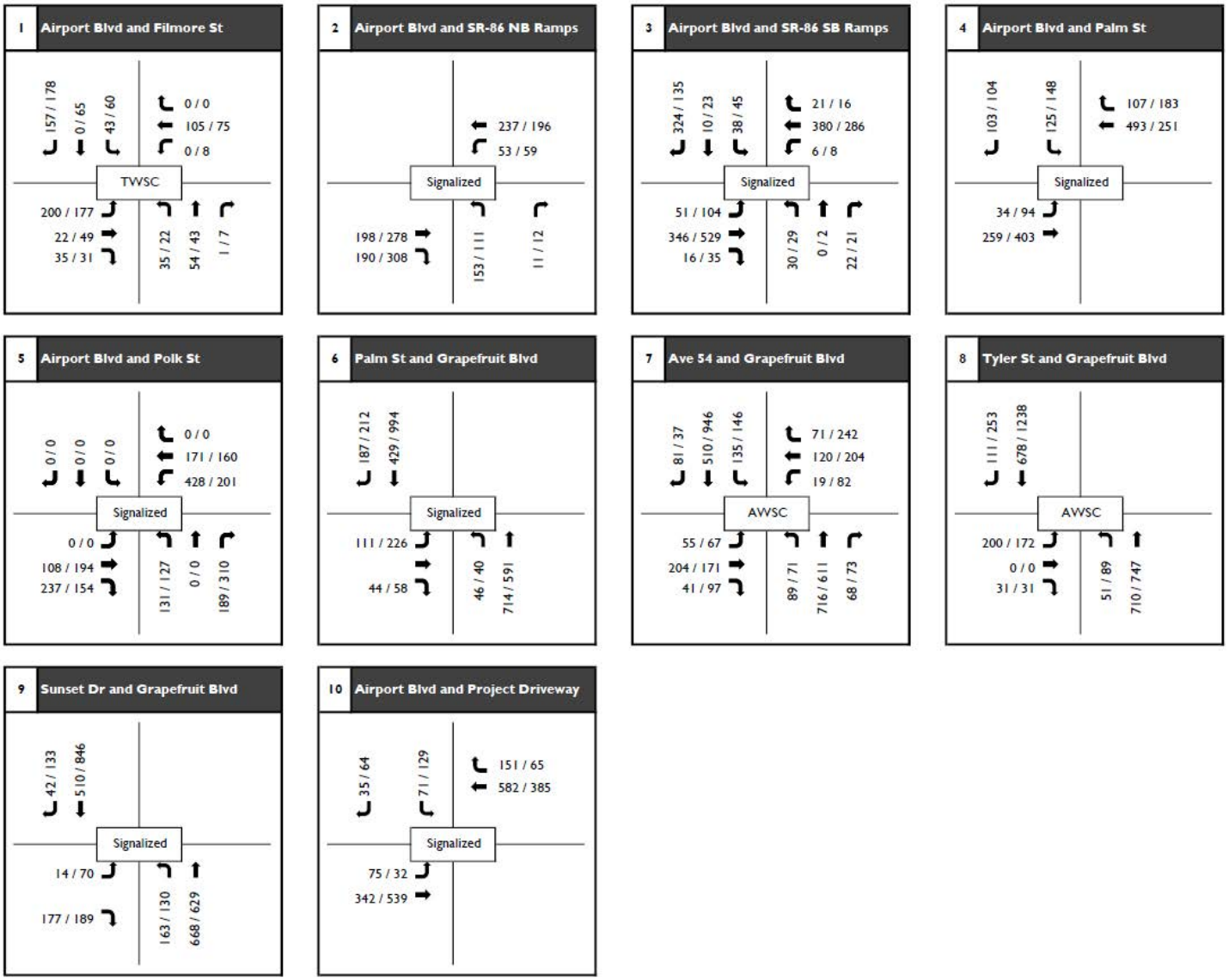


LEGEND

0/0 = (AM/PM) Peak Hour Volumes

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Coachella Airport Business Park
Opening Year 2030 Baseline
AM/PM Peak Hour Intersection Volumes
Figure 5-1



LEGEND

0/0 = (AM/PM) Peak Hour Volumes

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Coachella Airport Business Park
Opening Year 2030 Plus Project
AM/PM Peak Hour Intersection Volumes
Figure 5-2

6.0 OPENING YEAR 2033 CONDITIONS

This section documents the circulation system conditions within the study area of the project under Opening Year 2033 project scenarios. The Opening Year 2033 Baseline Conditions traffic volumes were developed by applying the annual growth factors per intersection approach (shown in Appendix B) to 2024 counts for 9 years, in addition to Phases I and II of the proposed project. Phase III Project traffic volumes are then added to the Opening Year 2033 Baseline Conditions traffic volumes to develop Opening Year 2033 with Project Conditions traffic volumes. This section also documents potential operational deficiencies on the existing local and regional circulation networks. The Project proposes a signalized intersection at the Airport Boulevard and Project Driveway under Opening Year 2033 scenarios, since the signal is warranted in accordance with CA MUTCD Figure 4C-103(CA) included in **Appendix K**.

ANALYSIS RESULTS

Tables 6-1 through **6-3** show Opening Year 2033 Conditions intersection operation, intersection queuing and roadway segment analysis results.

Figures 6-1 and **6-2** show Opening Year 2033 Conditions intersection turning movement volumes.

Table 6-1
Opening Year 2033 Scenario Intersection Operation Analysis

Intersection	Opening Year 2033 Baseline		Opening Year 2033 Plus Project		Opening Year 2033 With Improvement		Δ Delay (c)
	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	
AM Peak/PM Peak							
1. Airport Boulevard and Filmore Street	36.5/65.3	**E/F**	37.3/71.3	**E/F**	13.8/7.8	B/A	-22.7/-57.5
2. Airport Boulevard and SR-86 Northbound Ramps	11.1/8.6	B/A	11.2/8.6	B/A			
3. Airport Boulevard and SR-86 Southbound Ramps	32.0/13.3	C/B	37.4/13.6	D/B			
4. Airport Boulevard and Palm Street	9.8/10.1	A/B	9.8/10.2	A/B			
4. Airport Boulevard and Palm Street[d]	9.8/10.1	A/B	9.7/9.9	A/A			
5. Airport Boulevard and Polk Street	34.2/24.3	C/C	34.8/24.5	C/C			
6. Palm Street and Grapefruit Boulevard	9.7/51.7	A/D	9.8/53.1	A/D			
6. Palm Street and Grapefruit Boulevard[d]	9.7/51.7	A/D	9.3/52.5	A/D			
7. Avenue 54 and Grapefruit Boulevard	480.4/766.3	**F/F**	484.4/770.1	**F/F**	36.5/75.7	D/**E**	-443.9/-690.6
8. Tyler Street and Grapefruit Boulevard	363.5/729.9	**F/F**	367.2/732.1	**F/F**	11.6/95.3	B/**F**	-351.9/-634.6
9. Sunset Drive and Grapefruit Boulevard	6.0/25.1	A/C	6.0/25.7	A/C			
10. Airport Boulevard and Project Driveway (Option A)[d]	4.3/7.3	A/A	4.6/8.7	A/A			
10. Airport Boulevard and Project Driveway (Option B)	4.2/7.2	A/A	4.4/8.5	A/A			

Notes:
***Bold** indicates intersections operating at LOS E or F.*
(a) Delay refers to the average control delay, measured in seconds per vehicle for the entire signalized or all-way stop-controlled (AWSC) intersection. At side-street stop-controlled (SSSC) intersection, delay refers to the worst movement.
(b)LOS calculations are based on the methodology outlined in the Highway Capacity Manual 6th Edition and performed using Synchro 11.
(c) Change in delay between Opening Year 2033 With Improvement and Opening Year 2033 Baseline
(d) Alternative analysis included right turn overlap phase.
(e) Option A assumed 30% inbound traffic has entered from easterly driveway and 70% enters from this analyzed driveway.

Per the analysis results shown in **Table 6-1**, all analyzed intersections are operating at an acceptable LOS under Opening Year 2033 Baseline Conditions except for the following:

- Airport Boulevard and Filmore Street during AM (LOS E) and PM peaks (LOS F)
- Avenue 54 and Grapefruit Boulevard during AM and PM peaks (LOS F)
- Tyler Street and Grapefruit Boulevard during AM and PM peaks (LOS F)

TRAFFIC RELATED INTERSECTION DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

The proposed project would have an intersection operation deficiency under Opening Year 2033 Plus Project Conditions at the following intersections, as shown in **Table 6-1**:

- Airport Boulevard and Filmore Street during AM (LOS E) and PM peaks (LOS F)
- Avenue 54 and Grapefruit Boulevard during AM and PM peaks (LOS F)
- Tyler Street and Grapefruit Boulevard during AM and PM peaks (LOS F)

The following transportation improvements are recommended at the identified deficient locations:

- Airport Boulevard and Filmore Street – Signalize the intersection with no changes to existing configuration of 1 shared left/through/right lane on all approaches. Project will contribute toward this improvement via fee payment to the City of Coachella DIF and TUMF programs.
- Avenue 54 and Grapefruit Boulevard – Signalize the intersection with no changes to existing configuration of 1 left, 1 through, and 1 right turn lane in northbound, southbound, and westbound directions, and 1 shared left/through/right in eastbound direction. Project will contribute toward this improvement via fee payment to City of Coachella DIF and TUMF programs for Projects B-349 and B-350.
- Tyler Street and Grapefruit Boulevard – Signalize the intersection with 1 right and 1 through lane in southbound direction, 1 shared left/right lane in eastbound direction and reconfigure northbound approach for 1 through lane and add 1 left turn lane due to greater than 100 left turns per the Guidelines Appendix C. 125 ft storage length is assumed in analysis as determined by methodology in Caltrans Highway Design Manual Index 405.2(2)(e) and Buildout 2045 Plus Project left turn peak hour volume of 131 vehicles. Project will contribute toward this improvement via fee payment to City of Coachella DIF and TUMF programs for Project B-349.

Table 6-1 displays the analysis results after the implementation of the improvements described above. As shown, all deficient locations will be improved to delays better than Opening Year 2033 Baseline conditions with the implementation of the proposed transportation improvements. In addition to the intersections that warrant a traffic signal under Opening Year 2027 Conditions, the intersection of Airport Boulevard and Filmore Street warrants a traffic signal under Opening Year 2033 Conditions. Traffic signal warrant worksheets are provided in **Appendix N**.

Opening Year 2033 Baseline and Opening Year 2033 Plus Project peak hour analysis worksheets are provided in **Appendices H** and **I**, respectively. Intersection with improvement peak hour analysis worksheets are provided in **Appendix M.**

Table 6-2
Opening Year 2033 Plus Project Intersection Queue Analysis

Intersection	Movement	Analyzed Turn Lane Length (ft)	Queue (ft)		Excess Demand		Recommended Turn Lane Length (ft)
			AM	PM	AM	PM	
2. Airport Boulevard and SR-86 Northbound Ramps	NBL	1000	155	238	--	--	1000
	NBR	575	29	29	--	--	575
3. Airport Boulevard and SR-86 Southbound Ramps	SBL/T	1300	68	337	--	--	1300
	SBR	700	198	311	--	--	700
	WBL	500	24	106	--	--	500
	EBL	170	75	121	--	--	170
4. Airport Boulevard and Palm Street	SBL	100	56	71	--	--	100
6. Palm Street and Grapefruit Boulevard	EBL	100	82	333	--	233	340
10. Airport Boulevard and Project Driveway	SBL	400	97	159	--	--	400
	WBR	325	57	207	--	--	325

Per the analysis results shown in **Table 6-2**, there will be excess queue demand at the eastbound left turn lane at the intersection of Palm Street and Grapefruit Boulevard. Therefore, the recommended turn lane length for this movement is 340 feet. This can be accommodated within the existing 540 ft distance between Intersection 4 and 6 limit lines. Additionally, the PM peak hour left turn volume is 275 vehicles and the Guidelines Appendix C do not recommend dual left turn lanes for a peak hour volume of less than 300 vehicles. Vehicular queue worksheets are provided in **Appendix L**.

Table 6-3
Opening Year 2033 Scenario Roadway Segment Capacity Analysis

Roadway Segment	Classification	LOS E Capacity	Opening Year 2033 Baseline			Opening Year 2033 Plus Project		
			ADT	v/c ratio	LOS	ADT	v/c ratio	LOS
Airport Boulevard								
SR-86 SB Ramps to SR-86 NB Ramps	2-lane Arterial	18,000	12,438	0.691	B	12,788	0.710	C
SR-86 SB Ramps to Project Driveway	2-lane Arterial	18,000	14,604	0.811	D	15,074	0.837	D
Project Driveway to Palm Street	2-lane Arterial	18,000	13,305	0.739	C	13,535	0.752	C
Palm Street to Polk Street	4-lane Arterial	35,900	11,691	0.326	A	11,771	0.328	A
Grapefruit Boulevard								
Palm Street to Avenue 54	2-lane Arterial	18,000	24,841	1.380	**F**	24,971	1.387	**F**
Avenue 54 to Tyler Street	2-lane Arterial	18,000	30,468	1.693	**F**	30,558	1.698	**F**
Tyler Street to Sunset Drive	4-lane Arterial	35,900	27,610	0.769	C	27,680	0.771	C

Per the analysis results shown in **Table 6-3**, all analyzed roadway segments are operating at an acceptable LOS under Opening Year 2033 scenario, except for the following:

- Grapefruit Boulevard between Palm Street and Avenue 54
- Grapefruit Boulevard between Avenue 54 and Tyler Street

TRAFFIC RELATED ROADWAY SEGMENT DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

As shown in **Table 6-3**, the proposed project would have an intersection operation deficiency under Opening Year 2027 Plus Project Conditions at the following roadway segments:

- Grapefruit Boulevard between Palm Street and Avenue 54
- Grapefruit Boulevard between Avenue 54 and Tyler Street

The following transportation improvements are recommended at the identified deficient locations:

- Grapefruit Boulevard between Palm Street and Avenue 54 – Widening the roadway to its ultimate classification of 6-lane major arterial

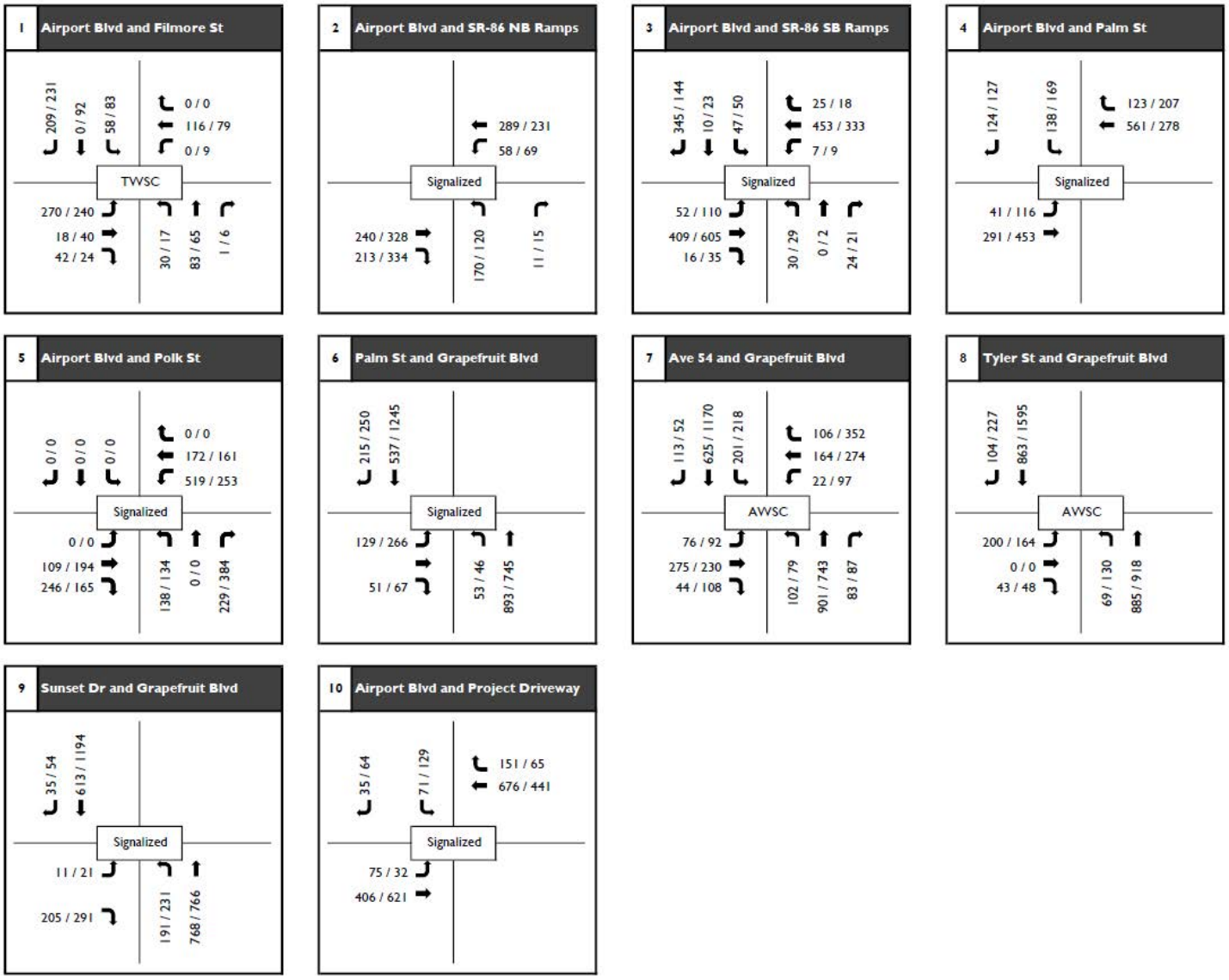
- Grapefruit Boulevard between Avenue 54 and Tyler Street – Widening the roadway to its ultimate classification of 6-lane major arterial

Table 6-4 displays the analysis results after the implementation of the improvements described above. As shown, all deficient locations will result in improved capacities to accommodate Opening Year 2033 Plus Project conditions with the implementation of the proposed transportation improvements.

Table 6-4
Opening Year 2033 With Improvement Roadway Segment Capacity Analysis

Roadway Segment	Classification	LOS E Capacity	Opening Year 2033 Plus Project			Opening Year 2033 With Improvement		
			ADT	v/c ratio	LOS	ADT	v/c ratio	LOS
Grapefruit Boulevard								
Palm Street to Avenue 54	6-lane Urban Arterial	53,900	24,971	1.387	**F**	24,971	0.463	A
Avenue 54 to Tyler Street	6-lane Urban Arterial	53,900	30,558	1.698	**F**	30,558	0.567	A

Notes:
***Bold** indicates roadway segment capacity at LOS E or F.*

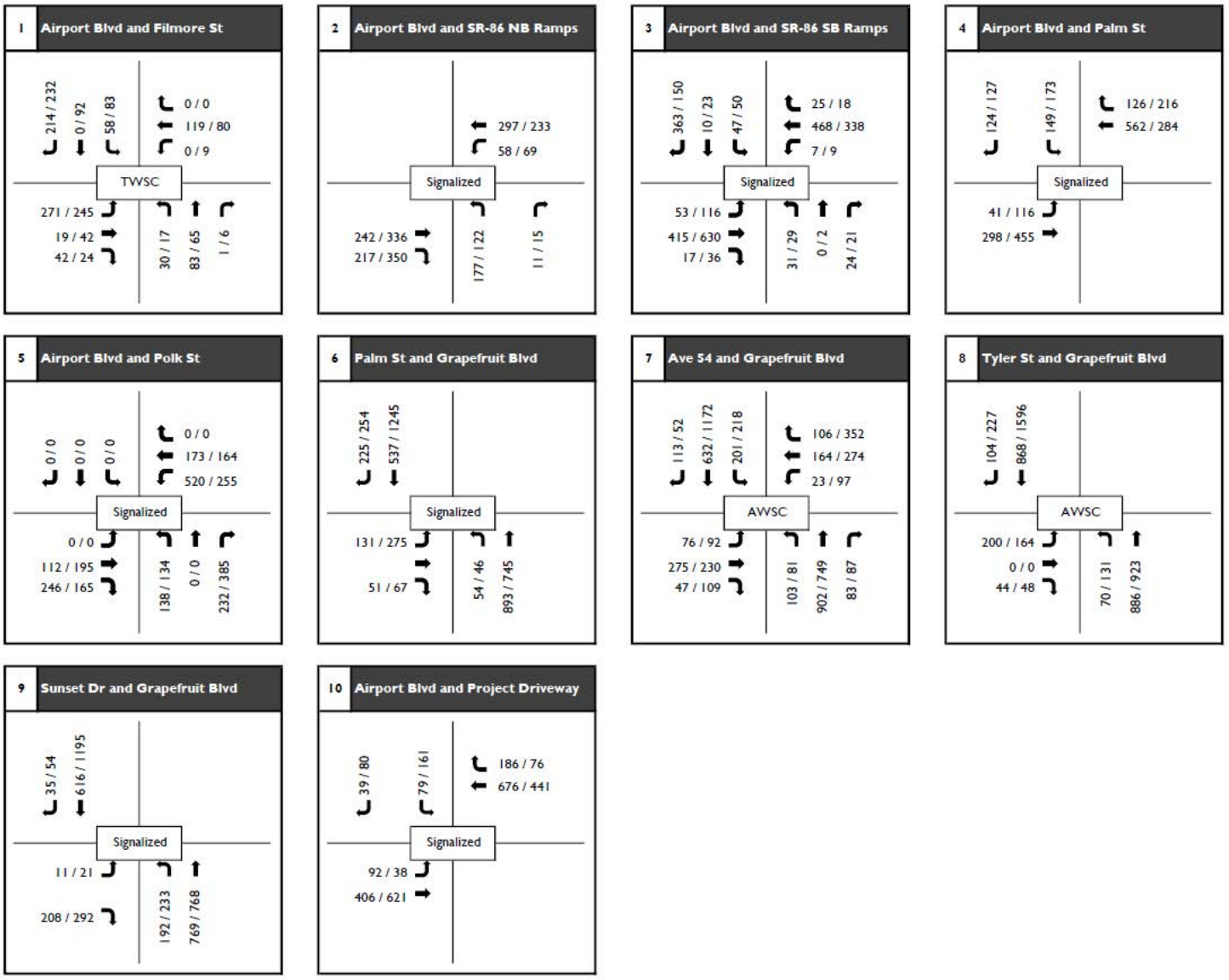


LEGEND

0/0 = (AM/PM) Peak Hour Volumes

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Coachella Airport Business Park
Opening Year 2033 Baseline
AM/PM Peak Hour Intersection Volumes
Figure 6-1



LEGEND

0/0 = (AM/PM) Peak Hour Volumes

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Coachella Airport Business Park
Opening Year 2033 Plus Project
AM/PM Peak Hour Intersection Volumes
Figure 6-2

7.0 BUILDOUT 2045 CONDITIONS

This section documents the circulation system conditions within the study area of the project under Buildout 2045 scenario. Buildout 2045 Baseline forecast volumes were developed by applying the annual growth factors per intersection approach (shown in Appendix B) to 2024 counts for 21 years. If developed Year 2045 intersection approach volumes are higher than RIVCOM Forecast Year 2045 outputs, the maximum of developed Year 2033 volumes or Forecast Year 2045 model output was used. Phases I and II of the proposed project were added to Year 2045 volumes to develop Buildout 2045 Baseline traffic volumes. Proposed project Phase III traffic volumes are then added to the Buildout 2045 Baseline traffic volumes to develop Buildout 2045 Plus Project traffic volumes. The following network improvements are assumed under Buildout 2045 scenarios.

- A signalized intersection at the Airport Boulevard and Project Driveway, since the signal is warranted in accordance with CA MUTCD Figure 4C-103(CA) included in **Appendix K**.
- For the purpose of roadway segment capacity analysis only, the buildout classification of 6-lane urban arterial for Airport Boulevard and Grapefruit Boulevard is assumed; consistent with the City of Coachella General Plan.

ANALYSIS RESULTS

Tables 7-1 through **7-4** show Buildout 2045 Conditions intersection operation, intersection queuing and roadway segment capacity analysis results.

Figures 7-1 and **7-2** show Buildout 2045 Conditions intersection turning movement volumes.

Table 7-1
Buildout 2045 Scenario Intersection Operation Analysis

Intersection	Buildout 2045 Baseline		Buildout 2045 Plus Project		Buildout 2045 With Improvement		Δ Delay (c)
	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	
AM Peak/PM Peak							
1. Airport Boulevard and Filmore Street	286/214.3	**F/F**	296/235.1	**F/F**	17.0/9.6	B/A	-276.2/-250.0
2. Airport Boulevard and SR-86 Northbound Ramps	14.1/12.2	B/B	14.3/12.4	B/B			
3. Airport Boulevard and SR-86 Southbound Ramps	49.9/16.4	D/B	56.5/17.8	**E**/B	42.6/33.7	D/C	-49.3/-28.0
4. Airport Boulevard and Palm Street	9.6/9.8	A/A	9.7/9.9	A/A			
4. Airport Boulevard and Palm Street[d]	9.6/9.8	A/A	9.6/9.8	A/A			
5. Airport Boulevard and Polk Street	34.8/35.1	C/D	35.4/35.4	D/D			
6. Palm Street and Grapefruit Boulevard	9.8/51.7	A/D	9.9/53.1	A/D			
6. Palm Street and Grapefruit Boulevard[d]	9.8/51.7	A/D	9.4/52.5	A/D			
7. Avenue 54 and Grapefruit Boulevard	558.8/773.6	**F/F**	563.5/777.2	**F/F**	56.9/73.8	**E/E**	-272.4/-234.6
8. Tyler Street and Grapefruit Boulevard	365.9/729.9	**F/F**	369.4/732.1	**F/F**	12.0/95.4	B/**F**	-246.1/-235.3
9. Sunset Drive and Grapefruit Boulevard	6.2/53.9	A/D	6.3/54.6	A/D			
10. Airport Boulevard and Project Driveway (Option A)[e]	4.3/7.2	A/A	6.7/8.3	A/A			
10. Airport Boulevard and Project Driveway (Option B)	4.2/7.1	A/A	4.4/8.2	A/A			

Notes:
***Bold** values indicate intersections operating at LOS E or F.*
(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At unsignalized intersection, delay refers to the worst movement.
(b) LOS calculations are based on the methodology outlined in the Highway Capacity Manual 6th Edition and performed using Synchro 10
(c) Change in delay between Buildout Year 2045 With Improvement and Buildout Year 2045 Baseline
(d) Alternative analysis includes right turn overlap phase.
(e) Option A assumed 30% inbound traffic has entered from easterly driveway and 70% enters from this analyzed driveway.

Per the analysis results shown in **Table 7-1**, all analyzed intersections are operating at an acceptable LOS under Buildout 2045 Baseline Conditions except for the following:

- Airport Boulevard and Filmore Street during AM and PM peaks (LOS F)
- Avenue 54 and Grapefruit Boulevard during AM and PM peaks (LOS F)
- Tyler Street and Grapefruit Boulevard during AM and PM peaks (LOS F)

TRAFFIC RELATED DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

The proposed project would have traffic related deficiencies under Buildout 2045 Plus Project Conditions at the following intersections, as shown in **Table 7-1**:

- Airport Boulevard and Filmore Street during AM and PM peaks (LOS F)
- Airport Boulevard and SR-86 Southbound Ramps during AM peak (LOS E)
- Avenue 54 and Grapefruit Boulevard during AM and PM peaks (LOS F)
- Tyler Street and Grapefruit Boulevard during AM and PM peaks (LOS F)

The following transportation improvements are recommended at the identified deficient locations:

- Airport Boulevard and Filmore Street – Signalize the intersection with no changes to existing configuration of 1 shared left/through/right lane on all approaches. Project will contribute toward this improvement via fee payment to the City DIF and TUMF programs.
- Airport Boulevard and SR-86 SB Ramps – Add 1 exclusive left turn lane in the southbound direction. Project will contribute toward this improvement via fee payment to City of Coachella DIF and TUMF program for Project B-503.
- Avenue 54 and Grapefruit Boulevard – Signalize the intersection with no changes to existing configuration of 1 left, 1 through, and 1 right turn lane in northbound, southbound, and westbound directions, and 1 shared left/through/right in eastbound direction. Project will contribute toward this improvement via fee payment to City of Coachella DIF and TUMF programs for Projects B-349 and B-350.
- Tyler Street and Grapefruit Boulevard – Signalize the intersection with 1 right and 1 through lane in southbound direction, 1 shared left/right lane in eastbound direction and reconfigure northbound approach for 1 through lane and add 1 exclusive northbound left turn lane due to greater than 100 left turns per the Guidelines Appendix C. 125 ft storage length is assumed in analysis as determined by methodology in Caltrans Highway Design Manual Index 405.2(2)(e) and Buildout 2045 Plus Project left turn peak hour volume of 131 vehicles. Project will contribute toward this improvement via fee payment to City of Coachella DIF and TUMF program for Project B-349.

Table 7-1 displays the analysis results after the implementation of the improvements described above. As shown, all deficient locations will be improved to delays less than Buildout Year 2045 Baseline conditions with the implementation of the proposed transportation improvements. Traffic signal warrant worksheets for deficient intersections that already warrant a traffic signal under Opening Year 2027 Conditions or Opening Year 2033 Conditions are provided in **Appendix N**.

Buildout Year 2045 Baseline and Buildout Year 2045 Plus Project peak hour analysis worksheets are provided in **Appendices J** and **K**, respectively. Intersection with improvement peak hour analysis worksheets are provided in **Appendix M.**

Table 7-2
Buildout 2045 Plus Project Intersection Queue Analysis

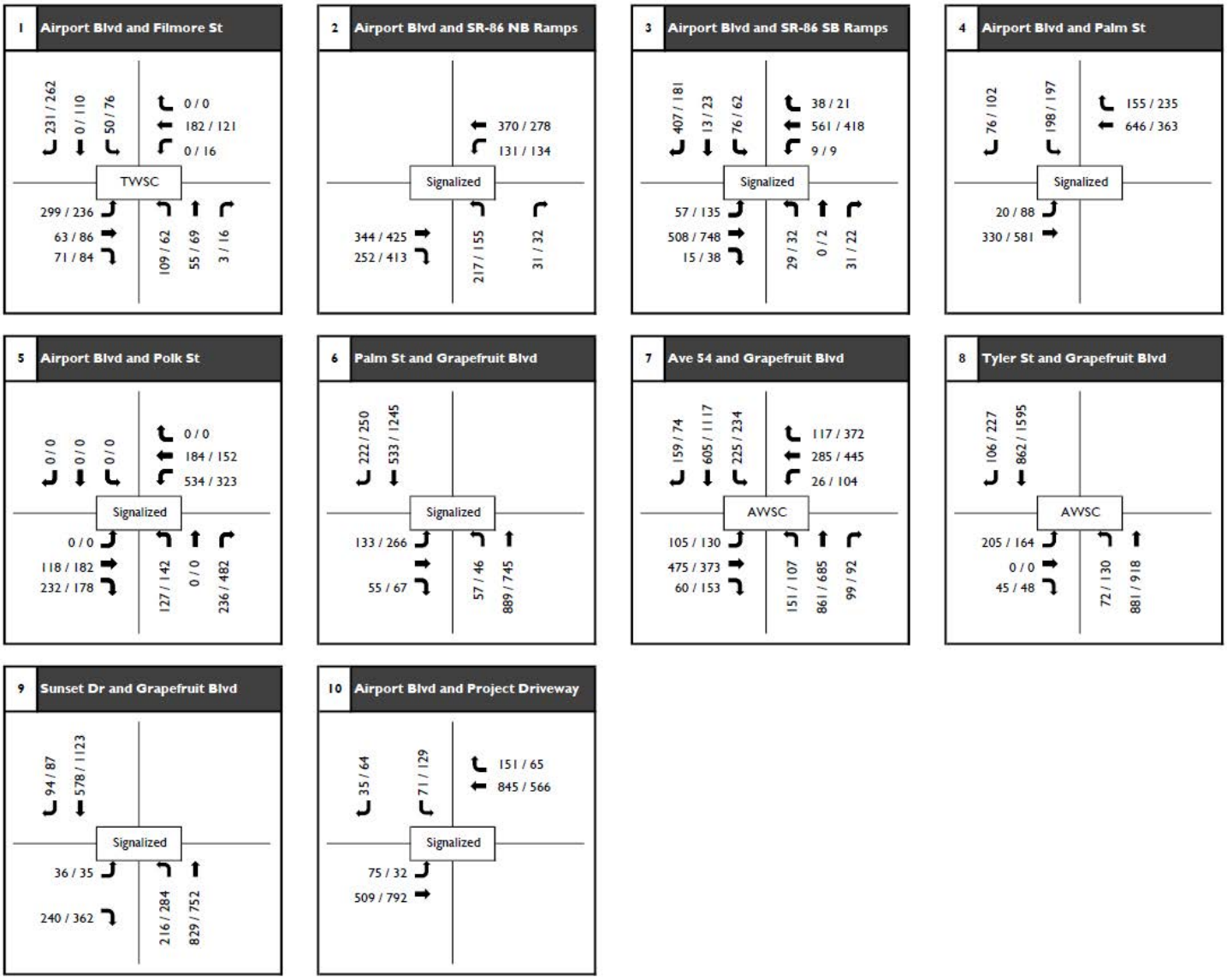
Intersection	Movement	Analyzed Turn Lane Length (ft)	Queue (ft)		Excess Demand		Recommended Turn Lane Length (ft)
			AM	PM	AM	PM	
2. Airport Boulevard and SR-86 Northbound Ramps	NBL	1000	209	273	--	--	1000
	NBR	575	42	47	--	--	575
3. Airport Boulevard and SR-86 Southbound Ramps	SBL/T	1300	102	367	--	--	1300
	SBR	700	277	366	--	--	700
	WBL	500	30	150	--	--	500
	EBL	170	129	162	--	--	170
4. Airport Boulevard and Palm Street	SBL	100	82	79	--	--	100
6. Palm Street and Grapefruit Boulevard	EBL	100	85	383	--	283	385
10. Airport Boulevard and Project Driveway	SBL	400	102	164	--	--	400
	WBT	325	250	298	--	--	325
	WBR	325	164	260	--	--	325

Per the analysis results shown in **Table 7-2**, there will be excess queue demand at the eastbound left turn lane at the intersection of Palm Street and Grapefruit Boulevard. Therefore, the recommended turn lane length for this movement is 385 feet. This can be accommodated within the existing 540 ft distance between Intersection 4 and 6 limit lines. Additionally, the PM peak hour left turn volume is 275 vehicles, and the Guidelines Appendix C do not recommend dual left turn lanes for a peak hour volume of less than 300 vehicles. Vehicular queue worksheets are provided in **Appendix L**.

Table 7-3
Buildout 2045 Scenario Roadway Segment Capacity Analysis

Roadway Segment	Classification	LOS E Capacity	Buildout Year 2045 Baseline			Buildout Year 2045 Plus Project		
			ADT	v/c ratio	LOS	ADT	v/c ratio	LOS
Airport Boulevard								
SR-86 SB Ramps to SR-86 NB Ramps	6-lane Arterial	53,900	12,438	0.231	A	12,788	0.237	A
SR-86 SB Ramps to Project Driveway	6-lane Arterial	53,900	14,604	0.271	A	15,074	0.280	A
Project Driveway to Palm Street	6-lane Arterial	53,900	13,305	0.247	A	13,535	0.251	A
Palm Street to Polk Street	6-lane Arterial	53,900	11,691	0.217	A	11,771	0.218	A
Grapefruit Boulevard								
Palm Street to Avenue 54	6-lane Arterial	53,900	24,841	0.461	A	24,971	0.463	A
Avenue 54 to Tyler Street	6-lane Arterial	53,900	30,468	0.565	A	30,558	0.567	A
Tyler Street to Sunset Drive	6-lane Arterial	53,900	27,610	0.512	A	27,680	0.514	A

As shown in **Table 7-3**, all analyzed roadway segments are operating at an acceptable LOS under Buildout 2045 Conditions.

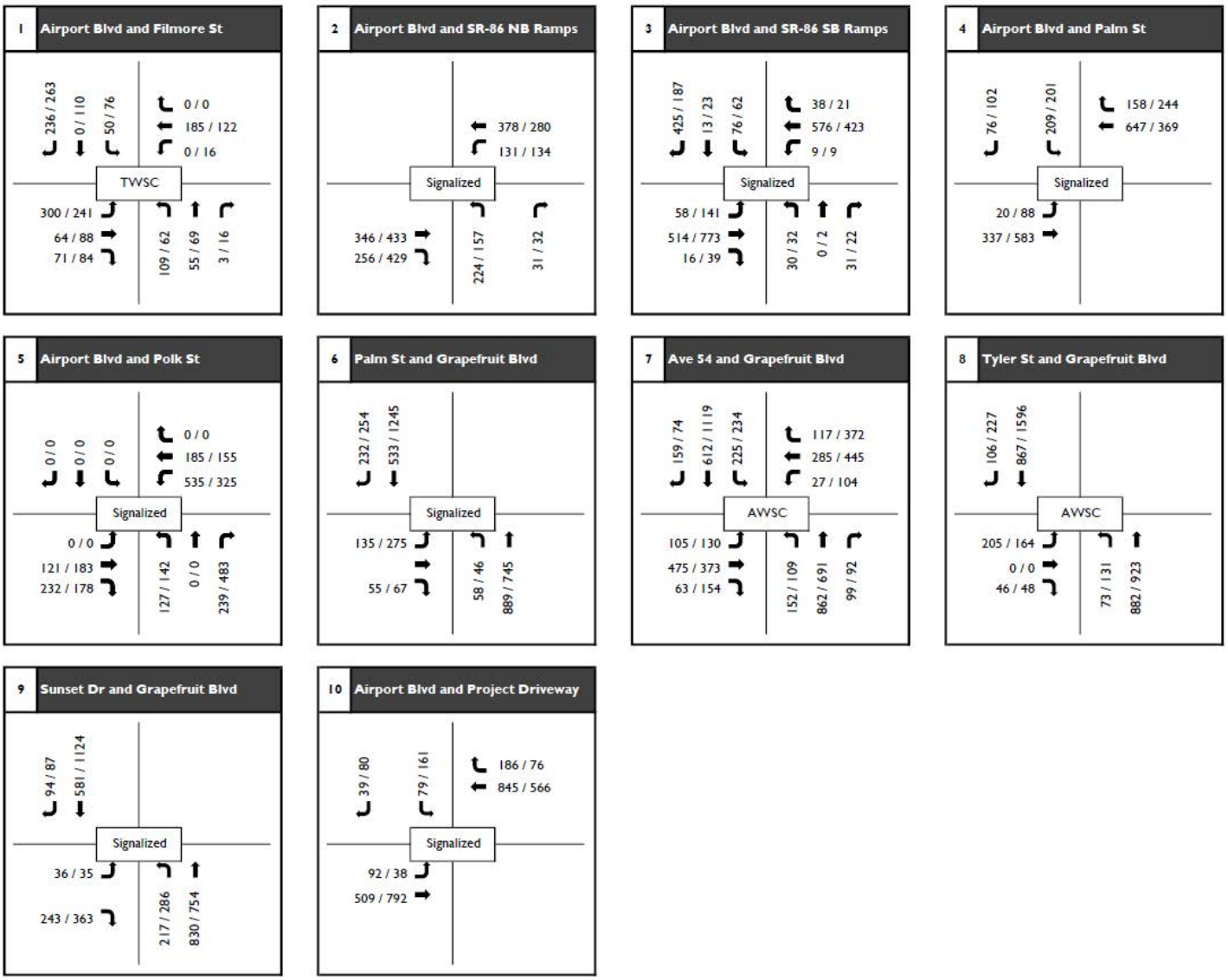


LEGEND

0/0 = (AM/PM) Peak Hour Volumes

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Coachella Airport Business Park
Buildout 2045 Baseline
AM/PM Peak Hour Intersection Volumes
Figure 7-1



LEGEND

0/0 = (AM/PM) Peak Hour Volumes

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Coachella Airport Business Park
Buildout 2045 Plus Project
AM/PM Peak Hour Intersection Volumes
Figure 7-2

8.0 RECOMMENDED IMPROVEMENTS

This section summarizes the recommended improvements at deficient locations under all analyzed scenarios discussed in this report.

New development projects within the City of Coachella are required to provide needed infrastructure improvements to meet the demand created by the development and provide off-site improvements designed to ensure construction of the local and regional transportation networks to their ultimate classifications. Payment toward the CVAG TUMF and City of Coachella DIF Programs would fund the Project's fair share of the planned improvements to the roadways and intersections identified as cumulative traffic deficiencies.

Table 8-1 shows recommended transportation improvements needed to address future growth and cumulative traffic deficiencies within the City of Coachella and County of Riverside. This table also highlights regional transportation mitigation fee programs associated with the different recommended improvements identified under all analyzed scenarios. Associated funding program documents are included in **Appendix O**.

Table 8-1
Recommended Improvements

Location	Recommended Improvements				Improvements in TUMF or DIF?[1]
	Opening Year 2027 Plus Project	Opening Year 2030 Plus Project	Opening Year 2033 Plus Project	Buildout 2045 Plus Project	
1. Airport Boulevard and Filmore Street			Signalize with no changes to existing configuration of 1 shared left/through/right lane on all approaches	Signalize with no changes to existing configuration of 1 shared left/through/right lane on all approaches	City of Coachella DIF and TUMF Project will provide fair share contribution
4. Airport Boulevard and SR-86 Southbound Ramps				Add 1 exclusive southbound left turn lane	City of Coachella DIF/TUMF Project B-503; Project will provide fair share contribution
7. Avenue 54 and Grapefruit Boulevard	Signalize with no changes to existing configuration of 1 left, 1 through, and 1 right turn lane in northbound, southbound, and westbound directions, and 1 shared left/through/right in eastbound direction	Signalize with no changes to existing configuration of 1 left, 1 through, and 1 right turn lane in northbound, southbound, and westbound directions, and 1 shared left/through/right in eastbound direction	Signalize with no changes to existing configuration of 1 left, 1 through, and 1 right turn lane in northbound, southbound, and westbound directions, and 1 shared left/through/right in eastbound direction	Signalize with no changes to existing configuration of 1 left, 1 through, and 1 right turn lane in northbound, southbound, and westbound directions, and 1 shared left/through/right in eastbound direction	City of Coachella DIF/TUMF Project B-349 & 350; Project will provide fair share contribution
8. Tyler Street and Grapefruit Boulevard	Signalize with no changes to existing configuration of 1 shared left/through lane in northbound direction, 1 right and 1 through lane in southbound direction, and 1 shared left/right lane in eastbound direction	Signalize with no changes to existing configuration of 1 shared left/through lane in northbound direction, 1 right and 1 through lane in southbound direction, and 1 shared left/right lane in eastbound direction	Signalize with 1 right and 1 through lane in southbound direction, 1 shared left/right lane in eastbound direction and reconfigure northbound approach for 1 through lane and add 1 left turn lane	Signalize with 1 right and 1 through lane in southbound direction, 1 shared left/right lane in eastbound direction and reconfigure northbound approach for 1 through lane and add 1 left turn lane	City of Coachella DIF /TUMF Project B-349; Project will provide fair share contribution
10. Airport Boulevard and Project Driveway (Option A or B)	Signalize	Signalize	Signalize	Signalize	Project
Grapefruit Boulevard, Palm Street to Avenue 54		Widen to 6-lane major arterial	Widen to 6-lane major arterial	Widen to 6-lane major arterial	City of Coachella DIF/TUMF Project B-350
Grapefruit Boulevard, Avenue 54 to Tyler Street	Widen to 6-lane major arterial	Widen to 6-lane major arterial	Widen to 6-lane major arterial	Widen to 6-lane major arterial	City of Coachella DIF/TUMF Project B-349

[1] *If the "funded" improvements can provide the target LOS, payment into the fee program will be provided in cases where this study identifies that the Project would contribute additional traffic volumes to cumulative traffic deficiencies.*

Per **Table 8-1**, the project will be contributing toward the construction of all identifies deficient locations through development fee payments toward adopted funding mechanisms including TUMF and City of Coachella DIF. Project will be conditioned to fully construct and signalize the main access point to the development at the intersection of Airport Boulevard and Project Driveway.

The Project's fair share cost of improvements by scenario shown in **Tables 8-2** through **8-5**, respectively, are determined based on the following equation, which is the ratio of Project traffic to new traffic. New traffic is total future traffic less existing baseline traffic:

Project Fair Share % = Project Traffic / (Scenario Traffic – Existing Baseline Traffic)

Table 8-2
Opening Year 2027 Project Fair Share Contributions

Location	Existing Baseline Traffic	Phase I Project Traffic	Opening Year 2027 Plus Project Traffic	Project Fair Share %
Avenue 54 and Grapefruit Boulevard				
AM	833	49	1,489	**7.5%**
PM	1,176	41	1,973	5.1%
Tyler Street and Grapefruit Boulevard				
AM	966	33	1,384	**7.9%**
PM	1,387	27	1,967	4.7%
Grapefruit Blvd, Avenue 54 to Tyler Street				
ADT	9,629	360	16,779	**5.0%**

Table 8-3
Opening Year 2030 Project Fair Share Contributions

Location	Existing Baseline Traffic	Phases I & II Project Traffic	Opening Year 2030 Plus Project Traffic	Project Fair Share %
Avenue 54 and Grapefruit Boulevard				
AM	833	62	2,109	**4.9%**
PM	1,176	56	2,747	3.6%
Tyler Street and Grapefruit Boulevard				
AM	966	44	1,781	**5.4%**
PM	1,387	38	2,530	3.3%
Grapefruit Blvd, Palm Street to Avenue 54				
ADT	11,004	680	20,456	**7.2%**
Grapefruit Blvd, Avenue 54 to Tyler Street				
ADT	9,629	470	23,678	**3.3%**

Table 8-4
Opening Year 2033 Project Fair Share Contributions

Location	Existing Baseline Traffic	Phases I, II & III Project Traffic	Opening Year 2033 Plus Project Traffic	Project Fair Share %
Airport Boulevard and Filmore Street				
AM	254	64	837	**11.0%**
PM	326	56	895	9.8%
Avenue 54 and Grapefruit Boulevard				
AM	833	75	2,725	**4.0%**
PM	1,176	67	3,513	2.9%
Tyler Street and Grapefruit Boulevard				
AM	966	52	2,172	**4.3%**
PM	1,387	45	3,089	2.6%
Grapefruit Blvd, Palm Street to Avenue 54				
ADT	11,004	810	24,971	**5.8%**
Grapefruit Blvd, Avenue 54 to Tyler Street				
ADT	9,629	560	30,558	**2.7%**

Table 8-5
Buildout 2045 Project Fair Share Contributions

Location	Existing Baseline Traffic	Project Traffic	Buildout 2045 Plus Project Traffic	Project Fair Share %
Airport Boulevard and Filmore Street				
AM	254	64	1,073	**7.8%**
PM	326	56	1,147	6.8%
Airport Boulevard and SR-86 Southbound Ramps				
AM	695	131	1,447	**17.4%**
PM	757	117	1,587	14.1%
Avenue 54 and Grapefruit Boulevard				
AM	833	75	3,181	**3.2%**
PM	1,176	67	3,897	2.5%
Tyler Street and Grapefruit Boulevard				
AM	966	52	2,179	**4.3%**
PM	1,387	45	3,089	2.6%
Grapefruit Blvd, Palm Street to Avenue 54				
ADT	11,004	810	24,971	**5.8%**
Grapefruit Blvd, Avenue 54 to Tyler Street				
ADT	9,629	560	30,558	**2.7%**

9.0 CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

California Department of Transportation (Caltrans) Local Development-Intergovernmental (LD/IGR) Office has coordinated the review of the project with Caltrans Traffic Operations and Electrical Operations Functional Units. The LD/IGGR has recommended deferring the review of the forecasted volumes which will provide an opportunity to potentially update the traffic impact report and review site drainage and water quality management plans, as well as site grading plans, environmental studies, and other materials for consistency to applicable Caltrans standards at such time that a Caltrans Encroachment Permit application process is submitted for Caltrans review and approval.

The future signalization of the project main access point will trigger the Caltrans Encroachment Permit application process due to proposed entrance location that is approximately 360 feet from the Southbound SR-86 Ramps/Airport Boulevard intersection. The minimum spacing requirement between interchange ramps and local road intersections is 400 feet per Highway Design Manual Topic 504.8. The signalization of the main access point will be triggered at Project Phase I occupancy (Year 2045 and beyond). Access alternatives will need to be evaluated considering the change in network conditions that could potentially occur in the next 3 years when signalization is needed. The alternative evaluation may include, but not limited to, restricted access to right-in/right-out, GPS modems and synchronization/coordination of signal timing as determined appropriate during Caltrans Encroachment Permit review and approval process. Additional analysis could also be required at the time of the signalization is triggered in the next 3 years depending on the outcome of the forecasted volume review including, but not limited to, freeway merge and diverge analysis and other analysis adjustments that could be required as part of the submittal of the encroachment permit application for Caltrans review and approval.

Project will be conditioned to submit for a Caltrans Encroachment Permit application process prior to the signalization of the main access point on Airport Boulevard for consistency to applicable Caltrans standards and guidelines to the satisfaction of Caltrans Traffic Operations and Electrical Operations Functional Units.

10.0 VEHICLE MILES TRAVELED

The purpose of this section is to evaluate the project's vehicle miles traveled (VMT) analysis requirements and compliance with Senate Bill 743 (SB 743) and the California Environmental Quality Act (CEQA).

SB 743

On September 27, 2013, SB 743 was signed into State law and started a process intended to fundamentally change transportation impact analysis as part of CEQA compliance. On December 28, 2018, the California Office of Administrative Law cleared the revised CEQA guidelines for use. Among the changes to the guidelines was removal of vehicle delay and level of service from consideration under CEQA. With the adopted guidelines, transportation impacts are to be evaluated based on a project's effect on VMT.

VMT ANALYSIS GUIDELINES

The project is within the jurisdiction of the City of Coachella (City). The Cityhas not formally adopted its own guidance on evaluating VMT for transportation impacts under CEQA. In the absence of adopted lead agency guidance, and in consultation with the City, the Guidelines were selected as the most appropriate basis to evaluate VMT for this project.

VMT ANALYSIS

The VMT analysis was conducted by General Technologies & Solutions using RIVCOM3.51 to assess the proposed project VMT.

The Guidelines recommend use of home-based work VMT per employee as the VMT metric to evaluate non-residential and non-retail land uses. The home-based work VMT is computed by using attraction VMT for the Home-Based Work trip purpose. Per the Guidelines, the project will constitute a significant impact if the project VMT per employee is higher than the Riverside Countywide home-based work VMT per employee.

Both baseline (2018) and horizon year (2045) model runs were used to estimate project's VMT impacts. RIVCOM3.51 socioeconomic databases for the scenarios were updated with the project land use to calculate project VMT. Typically, project VMT is calculated by isolating the project in a new TAZ or multiple TAZs depending on the diversity of project land uses and project size. RIVCOM3.51 does not allow addition of new TAZs or TAZ splits, however it includes some empty zones. Three empty zones were borrowed to model the project. One TAZ was used to include the large warehouse (non-screened use of the project), one TAZ was used to include rest of the project land uses except retail, and a separate TAZ was used to model retail uses. The project TAZ with large warehouse was utilized to calculate project specific VMT per employee.

Table 10-1 shows the project VMT metrics and regional VMT thresholds for both baseline (2018) and horizon year (2045) "with project" model runs.

Table 10-1
Project VMT analysis

Metric	Coachella Airport Business Park Project (a)	Riverside County (b)
2018		
Total Population	-	2,358,439
Total Employment	285	759,857
Homebase Work Attraction (HBWA) VMT	12,024	24,376,718
HBWA VMT per employee	**42.2**	**32.1**
2045		
Total Population	-	3,424,454
Total Employment	285	1,116,025
Homebase Work Attraction (HBWA) VMT	8,614	32,318,620
HBWA VMT per employee	**30.2**	**29.0**

(a) Estimated using RIVCOM3.51 "with project" model runs
(b) Estimated using GTS No Project RIVCOM3.51 model runs

VMT Analysis is included in **Appendix P**. Since Phase I of the proposed project is anticipated to be constructed by Opening Year 2027, we utilized interpolation to determine the project VMT and regional average VMT values for Year 2027. The interpolated values are calculated to a project VMT of 38.2 and a regional average VMT of 31.1, which results in a project VMT that is 122.8% of the regional average.

Therefore, it was determined that the project is anticipated to result in a significant transportation impact related to VMT and will need to propose mitigation measures.

MITIGATION

Per the Guidelines, the California Air Pollution Control Officers Association (CAPCOA) recommendations included in the 2010 publication *Quantifying Greenhouse Gas Mitigation Measures* are acceptable transportation demand management (TDM) strategies to reduce VMT. Therefore, this transportation analysis will propose TDM strategies from the more recent CAPCOA December 2021 publication, *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity*.

The 2021 CAPCOA *Handbook* provides project type, scale, and locational context factors to determine if a Transportation measure is applicable. The following quantifiable measures are applicable to employee commute VMT at a project scale:

- T-5 Implement Commute Trip Reduction Program (Voluntary)
- T-6 Implement Commute Trip Reduction (Mandatory Implementation and Monitoring)
- T-7 Implement Commute Trip Reduction Marketing
- T-8 Provide Ridesharing Program
- T-9 Implement Subsidized or Discounted Transit Program
- T-10 Provide End-of-Trip Bicycle Facilities
- T-11 Provide Employer-Sponsored Vanpool
- T-12 Price Workplace Parking
- T-13 Implement Employee Parking Cash-Out

However, only Measure T-11 is identified to apply to a rural locational context. Measure T-11 can be addressed through participating in Employer Services from the IE Commuter program of the Riverside

County Transportation Commission and the San Bernardino County Transportation Authority. The IE Commuter program includes rideshare program and marketing support with options such as preferring parking for vanpools and carpools, vanpool and transit subsidies, secure bike parking, ride matching, and bus/rail routing assistance. Additionally, IE Commuter provides surveys, guides for the survey collection process and ongoing access to data where commutes can log into their own rideshare accounts.

Therefore, the Project proposes to implement this strategy which allows a maximum 20.4% reduction to project/site employee commute VMT (i.e. homebase work attraction VMT) utilizing equation shown in **Figure 10-1**. The project specific calculation is described below:

$$\mathrm{A} = \frac{\left((1-B)\times C\times F\right)+\left(B\times\frac{D}{E}\times G\right)}{\left((1-B)\times C\times F\right)+(B\times D\times F)} - 1, \text{where}$$

B = Percent of employees that participate in the program, 2.7%;
C = Average length of one-way vehicle commute trip in region based on Handbook Table T-11.1, 18.62 miles for Riverside-San Bernardino-Ontario core-based statistical area;
D = Average length of one-way vanpool commute trip, 42 miles;
E = Average vanpool occupancy (including driver), 6.25 persons;
F = Average emission factor of average employee vehicle, 307.5
G = Vanpool emission factor, 763.4

$$\mathrm{A} = \frac{\left((1-2.7)\times 18.62\times 307.5\right)+\left(2.7\times\frac{42}{6.25}\times 763.4\right)}{\left((1-2.7)\times 18.62\times 307.5\right)+(2.7\times 42\times 307.5)} - 1$$

$$= \mathbf{-3.55\%\ (reduction)\ applied\ to\ Project\ VMT}$$

Applying the 3.55% reduction to Opening Year 2027 project VMT of 37.8 results in 36.5 project VMT after mitigation (37.8 x (100%-3.55%)). This project VMT after mitigation to the extent feasible would not be less than the 2027 regional average VMT of 31.1 and therefore, the project's significant transportation VMT impact would remain significant and unavoidable. The Project operator will be required to implement Measure T-11 to the maximum extent feasible, to the satisfaction of the City.

GHG Reduction Formula

$$A = \frac{((1 - B) \times C \times F) + \left(B \times \frac{D}{E} \times G\right)}{((1 - B) \times C \times F) + (B \times D \times F)} - 1$$

GHG Calculation Variables

ID	Variable	Value	Unit	Source
Output				
A	Percent reduction in GHG emissions from project/site employee commute VMT	3.4–20.4	%	calculated
User Inputs				
	None			
Constants, Assumptions, and Available Defaults				
B	Percent of employees that participate in vanpool program	2.7	%	SANDAG 2019
C	Average length of one-way vehicle commute trip in region	Table T-11.1	miles per trip	FHWA 2017
D	Average length of one-way vanpool commute trip	42.0	miles per trip	SANDAG 2019
E	Average vanpool occupancy (including driver)	6.25	occupants	SANDAG 2019
F	Average emission factor of average employee vehicle	307.5	g CO_2e per mile	CARB 2020
G	Vanpool emission factor	763.4	g CO_2e per mile	CARB 2020

Further explanation of key variables:

- (B) – The percent of employees that would participate in a vanpool program is based on a survey of commuters in San Diego County (SANDAG 2019). If the project is not within San Diego County or the user is able to provide a project-specific value for within San Diego County, the user should replace the default employee participation rate in the GHG reduction formula.
- (C) – Ideally, the user will calculate auto commute trip lengths for a Project/Site at a scale no larger than a census tract. Potential data sources include the U.S. Census, California Household Travel Survey (preferred), or local survey efforts. If the user is not able to provide a project-specific value using one of these data sources, they have the option to input the regional average one-way auto commute trip length for one of the six most populated CBSAs in California, as presented in Table T-11.1 in Appendix C (FHWA 2017). Trip lengths are likely to be longer for areas not covered by the listed CBSAs, which represent the denser areas of the state.
- (D and E) – The average one-way vanpool commute trip length and occupancy are based on data from the San Diego Association of Government's regional vanpool program (SANDAG 2019). If the project is not within San Diego County or the user is

APPENDIX A -

SCOPING AGREEMENT

INTEGRATED ENGINEERING GROUP
TRANSPORTATION PLANNING AND ENGINEERING

Date: December 13, 2023

To: Andrew Simmons, City Engineer, City of Coachella

From: George Ghossain, Principal Engineer, Integrated Engineering Group

Subject: Updated Scoping Agreement for Coachella Airport Business Park Project, City of Coachella

---

Integrated Engineering Group (IEG) is pleased to submit this Scoping Agreement for the Coachella Airport Business Park project (Project) located at the northwest corner of the intersection of State Route 86 (SR-86) and Airport Boulevard in the City of Coachella within Riverside County, California. The subject Project is proposing the construction of an industrial park on vacant site that is designated as "Industrial District" under the City's General Plan 2035 Land Use and Community Character Element, within the southwestern corner of Sub-Area 8 – East Industrial District, which allows for the development of a variety of industrial and office uses. The following land uses are proposed as part of the 624,150 square foot industrial park Project and will be developed through multiple phases:

- Large Warehouse - 233,100 square feet
- Small Warehouse - 96,000 square feet
- Small Business - 81,000 square feet
- Personal Vehicle Storage - 76,800 square feet
- Self-Storage - 128,600 square feet
- Fast Food Restaurant with Drive Through - 4,650 square feet
- Gas station with 10 vehicle fueling positions and 4,000 square feet Mini-mart

Our goal is to obtain comments from City of Coachella staff, to ensure that the traffic study fully addresses the analysis requirements per the *County of Riverside Transportation Analysis (TA) Guidelines for Level of Service (LOS) and Vehicle Miles Traveled (VMT), December 2020 (Guidelines)*.

The preliminary site plan for the proposed Project is shown on **Figure 1**. It is anticipated that the proposed development will be built in three (3) phases.

Project Access

Access to the Project site will be provided via Airport Boulevard. Two access options will be presented and discussed with the City and Caltrans where the selected preferred option will be evaluated and included in the report. Option A will include a signalized westerly access point and an inbound only easterly access just west of SR-86 southbound off ramp; please refer to **Figure 1a**. Option B will include a signalized westerly access point and an emergency

vehicle only easterly access just west of SR-86 southbound off ramp; please refer to **Figure 1b**. Either option selected will not impact project trip assignment to the study area intersections. Due to the proximity of the proposed driveway to SR-86, a queue analysis will be conducted at SR-86 southbound ramps and the Project access point(s) along Airport Boulevard including the Project drive aisle. The TA will also be submitted for Caltrans staff review and approval.

TRIP GENERATION FOR POTENTIAL USES

Trip generation is a measure or forecast of the number of trips that begin or end at the Project site. The traffic generated is a function of the extent and type of development proposed for the site. These trips will result in some traffic increases on the streets where they occur. Per Appendix B in the Guidelines, trip generation rates contained in the *Trip Generation Manual, 11th Edition*, published by the Institute of Transportation Engineers (ITE) should be used to determine trip generation. Project ITE average trip generation rates and trip calculations summary are presented in **Table 1 and Table 2**.

Table 1 - Project Trip Generation Rates

Land Use[1]	Units[2]	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Industrial Park	TSF	130	0.28	0.06	0.34	0.07	0.27	0.34	3.37
Mini-Warehouse	TSF	151	0.05	0.04	0.09	0.07	0.08	0.15	1.45
Convenience Store/Gas Station (2-4k)	VFP	945	8.03	8.03	16.06	9.21	9.21	18.42	265.12
Fast Food Restaurant W/Drive Through	TSF	934	22.75	21.86	44.61	17.18	15.85	33.03	467.48

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).
[2] TSF = Thousand Square Feet; VFP = Vehicle Fueling Positions

Table 2 - Project Trip Generation Summary

Land Use[1]	Intensity	Units[2]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Industrial Park[3&4]	486.900	TSF	136	29	165	34	131	165	1,641
Passenger Cars (AM-69.2%; PM-78.3%; Daily-67.8%)			94	20	114	27	103	130	1,113
2-Axle Trucks (AM-5.14%; PM-3.62%; Daily-5.38%) (PCE = 1.5)			10	2	12	2	7	9	132
3-Axle Trucks (AM-6.38%; PM-4.49%; Daily-6.67%) (PCE = 2.0)			17	4	21	3	12	15	219
4+-Axle Trucks (AM-19.25%; PM-13.56%; Daily-20.13%) (PCE = 3.0)			79	17	96	14	53	67	991
Subtotal			***200***	***43***	***243***	***46***	***175***	***221***	***2,455***
Mini-Warehouse	128.600	TSF	***6***	***5***	***11***	***9***	***10***	***19***	***186***
Convenience Store/Gas Station (2-4k)	10	VFP	80	80	160	92	92	184	2,651
Pass-by Reduction(76% AM Peak Hour, 75% - PM Peak Hour & Daily)[5]			61	61	122	69	69	138	1,988
Subtotal			***19***	***19***	***38***	***23***	***23***	***46***	***663***
Fast Food Restaurant W/Drive Through	4.650	TSF	106	102	208	80	74	154	2,174
Pass-by Reduction(50% AM Peak Hour, 55% - PM Peak Hour)[5]			53	51	102	44	41	85	1,196
Subtotal			***53***	***51***	***106***	***36***	***33***	***69***	***978***
Total			***278***	***118***	***396***	***114***	***241***	***355***	***4,282***

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).
[2] TSF = Thousand Square Feet; VFP = Vehicle Fueling Positions
[3] Truck Mix: South Coast Air Quality Management District's (SCAQMD) recommended truck mix, San Bernardino County CMP PCE Rates
[4] Vehicle Mix Source: High Cube Warehouse Vehicle Trip Generation Analysis, October 2016, ITE.
[5] Pass-by reduction percentage is based on the ITE methodology per 2021 Pass-By Tables for ITE Trip Generation Appendices.

TRIP DISTRIBUTION

Trip distribution and assignment is the process of identifying the probable destinations, directions and traffic routes that project related traffic will likely affect. Trip distribution and assignment information can be estimated from observed traffic patterns, experience or through use of a computerized travel forecast model. Once the proposed development trips have been estimated, they are assigned to the study area network. For this development, the Project trip distribution was developed based on a select zone analysis utilizing the updated Riverside County Model (RIVCOM). **Figures 2** show project trips distribution.

STUDY AREA

The study area for this Project was developed consistent with the Riverside County TIA Preparation Guide. The study area also includes all intersections of "Collector" or higher classification street, with "Collector" or higher classification streets, at which the proposed Project will add 50 or more peak hour trips. **Figure 2** presents the study area that includes the following key locations:

Intersections

1. Airport Boulevard and Pierce Street
2. Airport Boulevard and Filmore Street
3. Airport Boulevard and SR-86 Northbound Ramps
4. Airport Boulevard and SR-86 Southbound Ramps
5. Airport Boulevard and Palm Street
6. Airport Boulevard and Polk Street
7. Airport Boulevard and Tyler Street
8. Airport Boulevard and Harrison Street
9. Airport Boulevard and Project Driveway

Roadway Segments

1. Airport Boulevard between Palm Street and Project Driveway
2. Airport Boulevard between Project Driveway and SR-86 Southbound Ramps
3. Airport Boulevard between SR-86 Southbound Ramps and SR-86 Northbound Ramps
4. Grapefruit Boulevard/CA-111 between Palm Street and Avenue 54
5. Grapefruit Boulevard/CA-111 between Avenue 54 and Tyler Street
6. Grapefruit Boulevard/CA-111 between Tyler Street and 52nd Avenue

Freeway Facilities

City staff has also requested the evaluation of SR-86 freeway facility operations based on the *Caltrans Guide for the Preparation of Traffic Impact Studies* (2002), including ramp, mainline, merge, and diverge analysis.

Traffic Counts

Per the Guidelines, turning movement counts will be conducted for one weekday (Tuesday through Thursday) during the morning (7:00-9:00am) and evening (4:00-6:00) peak hours. The turning movement counts will be utilized in Synchro to determine level of service (LOS) at all study intersections.

ANALYSIS SCENARIOS

Per the Guidelines, the TA will include analysis during the following timeframe scenarios:

- Existing Year (2023)
    - Existing Year 2023 Baseline Conditions: Represents the traffic conditions of the existing street network.
- Opening Year (2027)
    - Opening Year 2027 Baseline Conditions: Represents the traffic conditions of the street network assumed to be in place by Year 2027 (existing counts plus ambient growth).
    - Opening Year 2027 Plus Project Conditions: Represents the Opening Year 2027 Baseline traffic conditions with the addition of Phase I of the proposed project

- Opening Year (2030)
    - Opening Year 2030 Baseline Conditions: Represents the traffic conditions of the street network assumed to be in place by Year 2030 (existing counts plus ambient growth plus Phase I of the proposed project)
    - Opening Year 2030 Plus Project Conditions: Represents the Opening Year 2030 Baseline traffic conditions with the addition of Phase II of the proposed project
- Buildout Year (2033)
    - Opening Year 2033 Baseline Conditions: Represents the traffic conditions of the street network assumed to be in place by Year 2033 (existing counts plus ambient growth plus Phases I & II of the proposed project)
    - Buildout Year 2033 Plus Project Conditions: Represents the Opening Year 2033 Baseline traffic conditions with the addition of Phase III of the proposed project
- Buildout Year (2045)
    - Buildout Year 2045 Baseline Conditions: Represents the traffic conditions of the street network assumed to be in place by Year 2045
    - Buildout Year 2045 Plus Project Conditions: Represents the Buildout Year 2035 Baseline traffic conditions with the addition of all three project phases

Annual growth will be developed through the utilization of RIVCOM baseline (2018) and horizon year (2045) model runs comparison.

TRANSPORTATION ANALYSIS – COACHELLA GENERAL PLAN COMPLIANCE

In coordination with City staff, the transportation analysis will identify LOS deficiencies for compliance with City of Coachella General Plan goals subsequent to 7/1/2020. Deficiencies and mitigation may be incorporated into project conditions of approval as deemed satisfactory to the City Engineer. The City of Coachella has established LOS “D” as the minimum level of service for its intersections. Therefore, any intersection operating at LOS “E” or worse will be considered deficient for the purposes of this analysis.

INTEGRATED ENGINEERING GROUP
TRANSPORTATION PLANNING AND ENGINEERING

VEHICLE MILES TRAVELED (VMT)

IEG will prepare a full VMT analysis utilizing RIVCOM baseline (2018) and horizon year (2045) model runs to estimate the Project's VMT. RIVCOM3.51 socioeconomic databases for the scenarios will be updated to include the proposed Project land uses in order to calculate the Project VMT. This VMT analysis will be submitted as a separate document.

Sincerely,
IEG

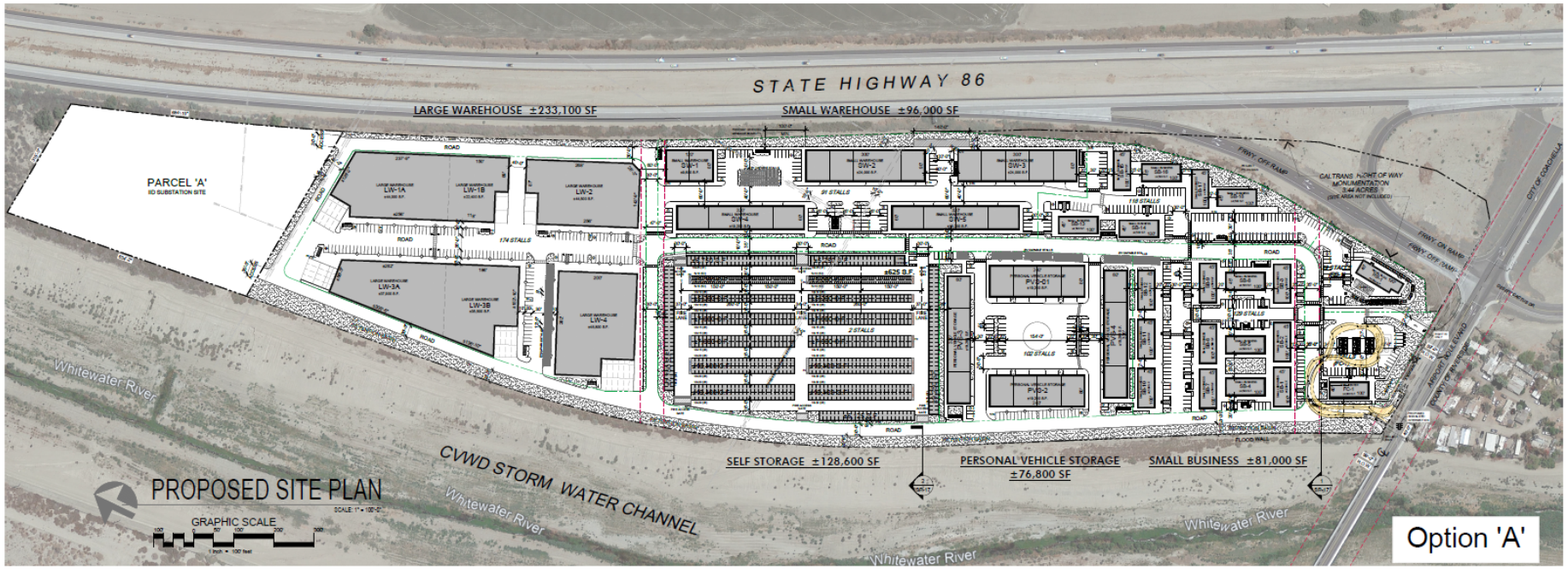


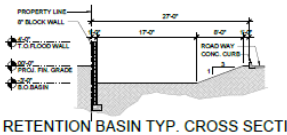
George Ghossain, PE, MSCE, MPA
Principal Engineer

Approved By:

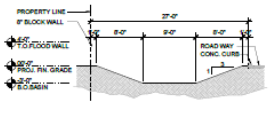
Signature: _____
Name: _____
Address: _____
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_____

Attachments: Project Site Plan
Project Study Area & Trip Distribution
RIVCOM Select Zone





1 RETENTION BASIN TYP. CROSS SECTION



2 RETENTION BASIN TYP. CROSS SECTION

FIRE DEPARTMENT NOTES:

Fire Hydrants and Fire Flow: Prior to the issuance of building permits, plans for the water system shall be submitted to the fire department for review and approval. The water system shall be capable of delivering the required fire flow. Fire hydrant(s) location and spacing shall comply with the fire code. An approved water supply for fire protection during construction shall be made available prior to the arrival of combustible materials on site. Reference 2016 California Fire Code (cfc) 507.5.1, 3312, Appendices B and C.

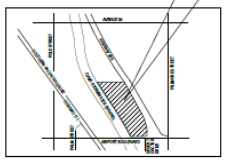
Phased Construction Access: If construction is phased, each phase shall provide approved access for fire protection prior to any construction. Ref. CFC 503.1

Knox Box and Gate Access: Buildings shall be provided with a knox box. The Knox Box shall be installed in an accessible location approved by the Office of the Fire Marshal. All electronically operated gates shall be provided with Knox key switches and automatic sensors for access. Manual gates shall also be provided with approved emergency access (Knox) equipmentRef. CFC 506.1

NOTE:

1. FIRE HYDRANT TO BE LOCATED MAX. 300 FT. O.C. OR AS APPROVED BY RIVERSIDE COUNTY FIRE DEPARTMENT
2. PROPOSED FIRE HYDRANT LOCATION ON SITE ARE REPRESENTED BY ⋇ FH SYMBOL
3. 43 FT. LENGTH TEMPLATE WAS USED TO ILLUSTRATE FIRE TRUCK PATH
4. MINIMUM TRUCK TURNING RADIUS ±30 FT.

N.W.C. OF STATE HWY. 86 & AIRPORT BOULEVARD COACHELLA, CALIFORNIA



VICINITY MAP

NOT TO SCALE

NORTH

PROJECT DATA

CLIENT:	HAAGEN CO., LLC
PROJECT LOCATION:	N.W.C. OF STATE HWY. 86 AND AIRPORT BOULEVARD COACHELLA, CA 92274
JURISDICTION:	CITY OF COACHELLA, CA
APN/S:	763-330-013, 018, 029 & PARCEL 'A'
ZONING: EXISTING	M-H (HEAVY INDUSTRIAL)
ZONING: PROPOSED	M-S (MANUFACTURING SERVICE) I-P (INDUSTRIAL PARK OVERLAY DIST.)
PROPOSED USE:	LARGE & SMALL WAREHOUSE, SMALL BUSINESS, SELF STORAGE, SERVICE STATION AND DRIVE THROUGH
BOUNDARY INFORMATION:	THIS PLAN HAS BEEN PREPARED BY USING THE CONSTRAINTS EXHIBIT BY THE ALTUM GROUP, DATED FEB. 15, 2018

SITE SUMMARY

SITE AREA

APN# 763-330-013	21.56 AC
APN# 763-330-018	9.62 AC
APN# 763-330-029	11.18 AC
PARCEL 'A' (IID SUBSTATION)	5.60 AC
TOTAL SITE AREA	47.96 AC

BUILDING DATA

PROPOSED BUILDING AREA

LARGE WAREHOUSE	±233,100 SF
SMALL WAREHOUSE	±96,000 SF
SMALL BUSINESS	±81,000 SF
PERSONAL VEHICLE STORAGE	±76,800 SF
SELF STORAGE	±128,600 SF
SERVICE STATION/ MINI MART	±4,000 SF
DRIVE-THRU FAST FOOD RESTAURANT	±4,650 SF
TOTAL BUILDING AREA	±624,150 SF

PARKING REQUIRED:

Restaurant w/ Drive Through (1/45 sf of Customer Area + 1/200 sf Non Customer Area)

Customer Area (±2,000 SF - 50%)		= 44.4	Stalls
Non Customer Area (±2,000 SF - 50%)		= 10	Stalls
Service Station		= 5	Stalls
Large Warehouse (233,100 sf)	20,000 sf	= 50	Stalls
	213,100 sf	= 213	Stalls
Small Warehouse (96,000 sf)	20,000 sf	= 50	Stalls
	76,000 sf	= 76	Stalls
Small Business (81,000 sf)	20,000 sf	= 50	Stalls
	61,000 sf	= 61	Stalls
Personal Vehicle Storage (76,800 sf)	20,000 sf	= 50	Stalls
	56,800 sf	= 56.8	Stalls
Self Storage Office (625 sf)		= 1.5	Stalls
GRAND TOTAL REQUIRED		667.7 or 668	Stalls

PARKING PROVIDED:

STANDARD:	490 STALLS
DISABLED:	44 STALLS
ELECTRIC / CLEAN AIR VEHICLES	134 STALLS
PER CAL GREEN TIER II (MAJOR) & TITLE 24 (MAJOR)	
EV VAN ACCESSIBLE	1 STALL
EV CAR ACCESSIBLE	1 STALL
AMBULATORY	1 STALL
EV CHARGING STATION	91 STALLS
EV CAPABLE	180 STALLS
TOTAL PARKING PROVIDED	668 STALLS

BUILDING DATA

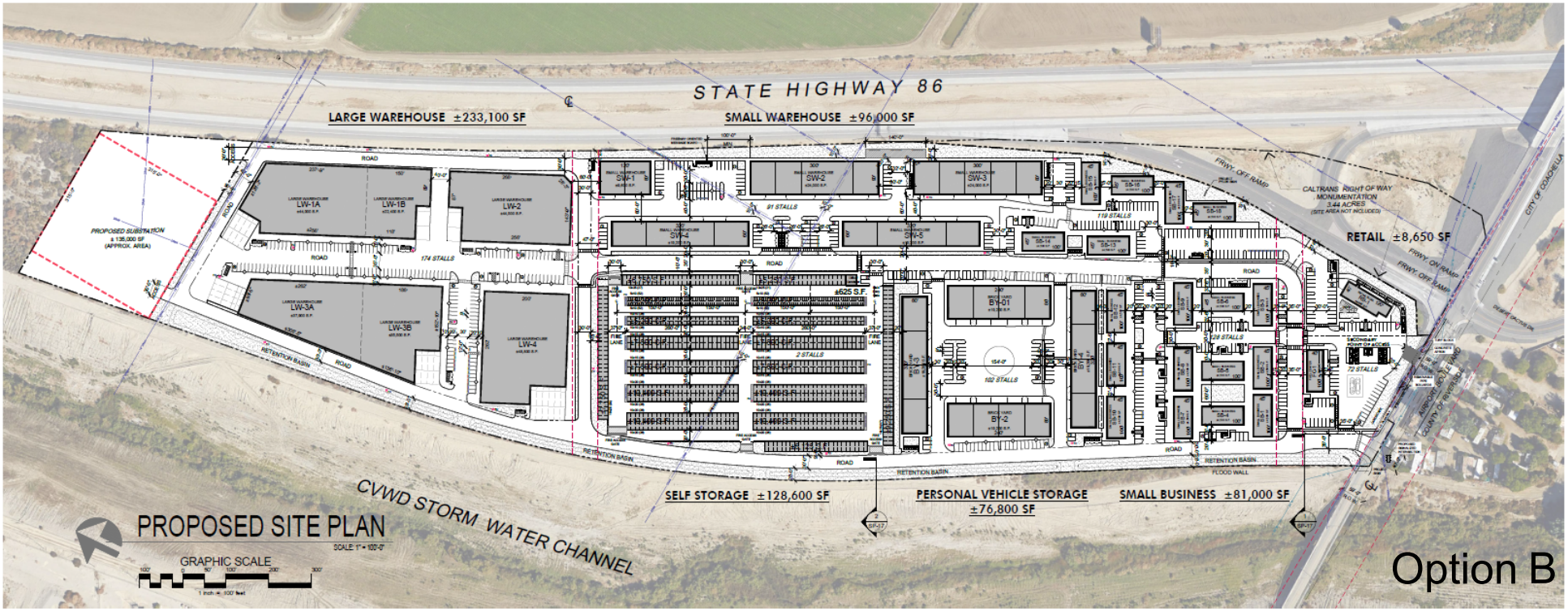
PROPOSED BUILDING HEIGHT

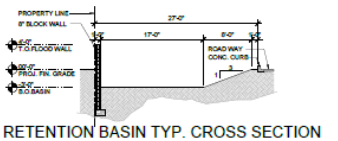
LARGE WAREHOUSE	±38' TO 50' HIGH
SMALL WAREHOUSE	±28' TO 32' HIGH
SMALL BUSINESS	±24' TO 28' HIGH
PERSONAL VEHICLE STORAGE	±24' TO 28' HIGH
SELF STORAGE	±24' TO 28' HIGH
RETAIL (GAS STATION & DRIVE THRU)	±24' TO 28' HIGH

BUILDING TYPE: TYPE V-B (FULLY SPRINKLERED)

INTEGRATED ENGINEERING GROUP
TRANSPORTATION PLANNING AND ENGINEERING

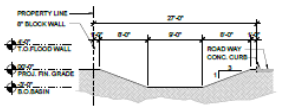
Coachella Airport Business Park
Project Site Plan
Figure 1a





1 RETENTION BASIN TYP. CROSS SECTION

SCALE: 1/8" = 1'-0"



2 RETENTION BASIN TYP. CROSS SECTION

SCALE: 1/8" = 1'-0"

FIRE DEPARTMENT NOTES:

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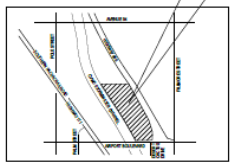
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4. MINIMUM TRUCK TURNING RADIUS ±30 FT.

N.W.C. OF STATE HWY. 86 & AIRPORT BOULEVARD COACHELLA, CALIFORNIA



VICINITY MAP

NOT TO SCALE

NORTH

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ZONING: EXISTING	M-H (HEAVY INDUSTRIAL)
ZONING: PROPOSED	M-S (MANUFACTURING SERVICE) W/ (INDUSTRIAL PARK OVERLAY DIST.)
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PARKING PROVIDED:

STANDARD:	490 STALLS
DISABLED:	44 STALLS
ELECTRIC / CLEAN AIR VEHICLES	134 STALLS
PER CAL GREEN TABLE 5.106.5.3 & 11B-812(b)(1)	
EV VAN ACCESSIBLE	1 STALL
EV STANDARD ACCESSIBLE	1 STALL
AMBULATORY	1 STALL
EV CHARGING STATION	31 STALLS
RV CAPABLE	100 STALLS
TOTAL PARKING PROVIDED	668 STALLS

BUILDING DATA

PROPOSED BUILDING HEIGHT

LARGE WAREHOUSE	±38' TO 50' HIGH
SMALL WAREHOUSE	±26' TO 32' HIGH
SMALL BUSINESS	±24' TO 28' HIGH
PERSONAL VEHICLE STORAGE	±24' TO 28' HIGH
SELF STORAGE	±24' TO 28' HIGH
RETAIL (GAS STATION & DRIVE THRU)	±24' TO 28' HIGH

BUILDING TYPE: TYPE V-B (FULLY SPRINKLERED)

INTEGRATED ENGINEERING GROUP
TRANSPORTATION PLANNING AND ENGINEERING

Coachella Airport Business Park
Project Site Plan
Figure 1-1



LEGEND

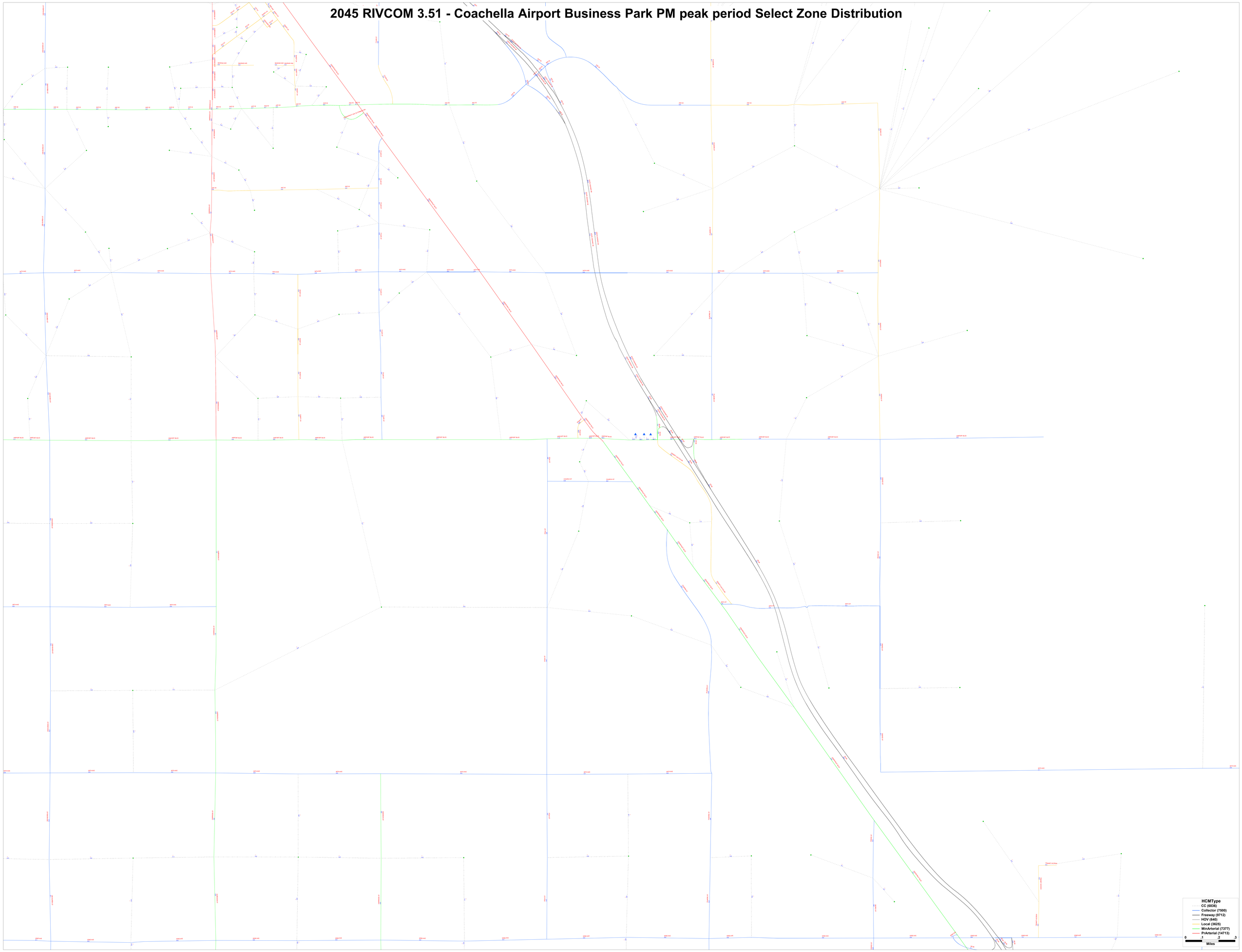
(#) Intersections

(#) Project Driveway

INTEGRATED ENGINEERING GROUP
TRANSPORTATION PLANNING AND ENGINEERING

Coachella Airport Business Park
Project Study Area and Distribution
Figure 1-3

2045 RIVCOM 3.51 - Coachella Airport Business Park PM peak period Select Zone Distribution



APPENDIX B -

VOLUME DEVELOPMENT

INTERSECTION TURNING MOVEMENT COUNTS

T101823

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

DATE: Thu, Jan 18, 24

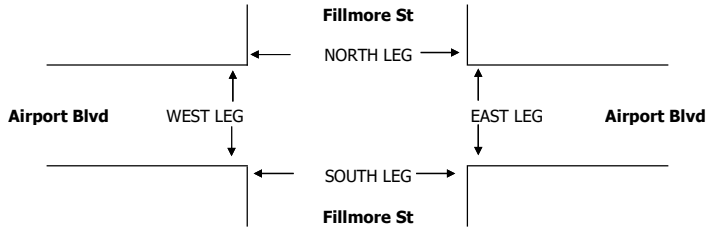
LOCATION: Coachella
NORTH & SOUTH: Fillmore St
EAST & WEST: Airport Blvd

PROJECT #: SC4392
LOCATION #: 1
CONTROL: STOP N/S

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

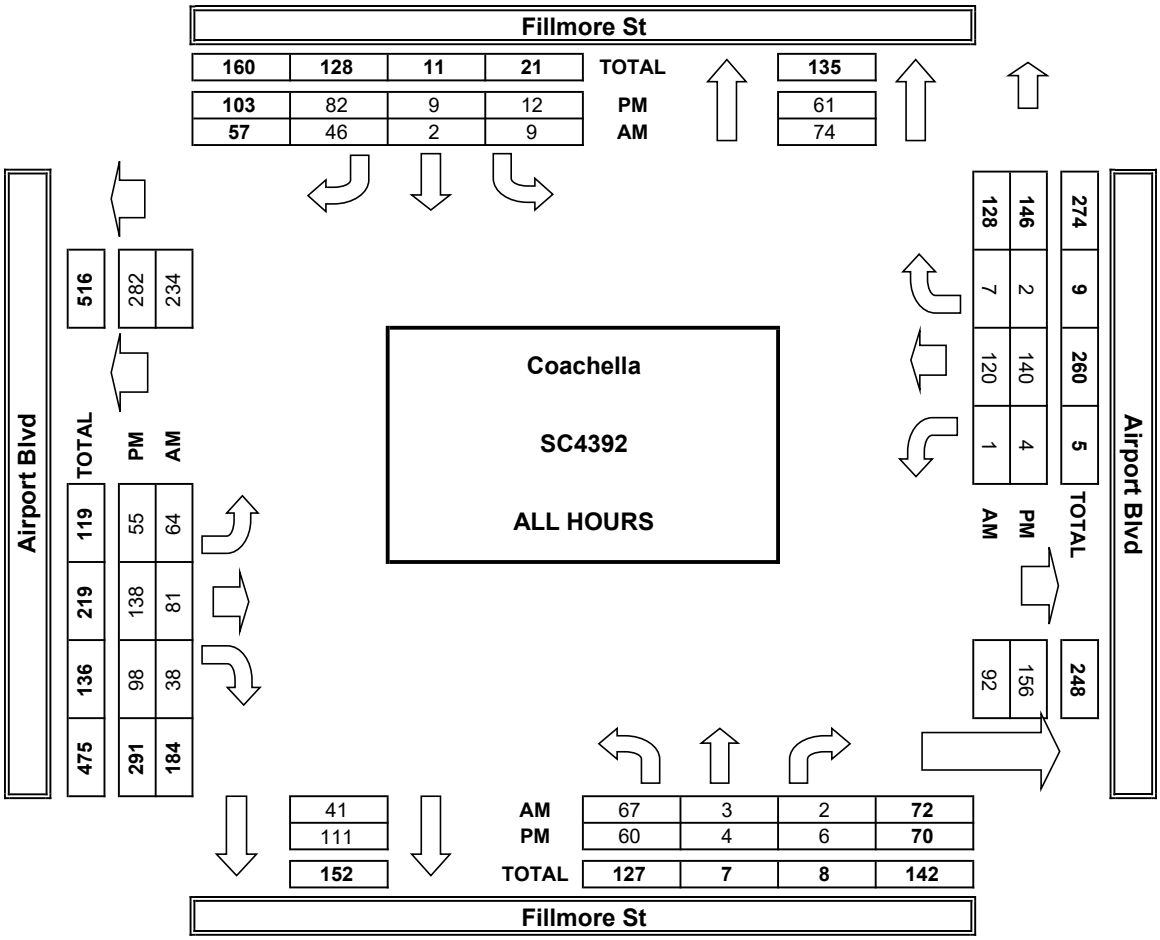
		NORTHBOUND Fillmore St			SOUTHBOUND Fillmore St			EASTBOUND Airport Blvd			WESTBOUND Airport Blvd				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	4	0	1	1	0	6	8	6	6	0	18	1	51	0	0	0	0	0
AM	7:15 AM	9	0	0	1	2	4	5	13	4	0	10	2	50	0	0	0	0	0
AM	7:30 AM	17	0	0	4	0	8	7	9	1	0	20	0	66	0	0	0	0	0
AM	7:45 AM	12	0	0	0	0	6	6	7	5	0	15	0	51	0	0	0	0	0
AM	8:00 AM	9	0	1	0	0	6	11	11	8	0	23	0	69	0	0	0	0	0
AM	8:15 AM	5	3	0	1	0	6	15	17	7	0	14	0	68	0	0	0	0	0
AM	8:30 AM	6	0	0	1	0	5	5	10	4	0	7	3	41	0	0	0	0	0
AM	8:45 AM	5	0	0	1	0	5	7	8	3	1	13	1	44	0	0	1	0	1
AM	VOLUMES	67	3	2	9	2	46	64	81	38	1	120	7	441	0	0	1	0	1
AM	APPROACH %	93%	4%	3%	16%	4%	81%	35%	44%	21%	1%	94%	5%						
AM	APP/DEPART	72	/	74	57	/	41	184	/	92	128	/	234	0					
AM	BEGIN PEAK HR		7:30 AM																
AM	VOLUMES	43	3	1	5	0	26	39	44	21	0	72	0	254					
AM	APPROACH %	91%	6%	2%	16%	0%	84%	38%	42%	20%	0%	100%	0%						
AM	PEAK HR FACTOR		0.691			0.646			0.667			0.783		0.920					
AM	APP/DEPART	47	/	42	31	/	21	104	/	50	72	/	141	0					
PM	4:00 PM	9	1	0	1	0	13	7	14	11	0	29	1	86	0	0	0	0	0
PM	4:15 PM	3	0	0	2	2	7	8	21	11	1	11	0	66	0	0	0	0	0
PM	4:30 PM	5	0	1	1	0	8	6	19	11	0	21	1	73	0	0	0	0	0
PM	4:45 PM	12	1	0	0	2	10	12	14	17	0	21	0	89	0	0	0	0	0
PM	5:00 PM	7	0	1	1	2	12	4	16	14	1	17	0	75	0	0	0	0	0
PM	5:15 PM	8	2	2	2	1	7	6	21	13	1	13	0	76	0	0	0	0	0
PM	5:30 PM	14	0	2	3	1	14	6	17	9	1	19	0	86	0	0	0	0	0
PM	5:45 PM	2	0	0	2	1	11	6	16	12	0	9	0	59	0	0	0	0	0
PM	VOLUMES	60	4	6	12	9	82	55	138	98	4	140	2	610	0	0	0	0	0
PM	APPROACH %	86%	6%	9%	12%	9%	80%	19%	47%	34%	3%	96%	1%						
PM	APP/DEPART	70	/	61	103	/	111	291	/	156	146	/	282	0					
PM	BEGIN PEAK HR		4:45 PM																
PM	VOLUMES	41	3	5	6	6	43	28	68	53	3	70	0	326					
PM	APPROACH %	84%	6%	10%	11%	11%	78%	19%	46%	36%	4%	96%	0%						
PM	PEAK HR FACTOR		0.766			0.764			0.866			0.869		0.916					
PM	APP/DEPART	49	/	31	55	/	62	149	/	79	73	/	154	0					

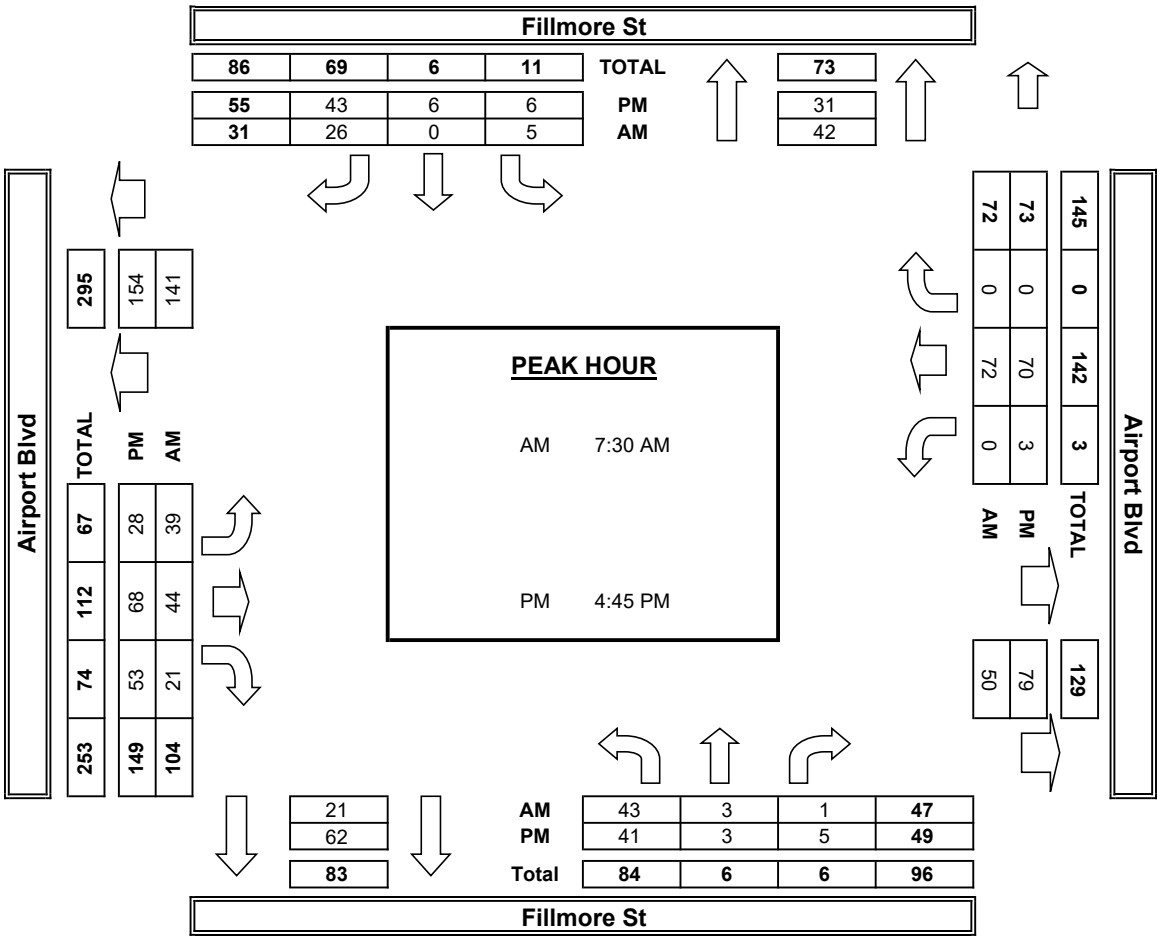


		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	7:45 AM	0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

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T101823

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

DATE: Thu, Jan 18, 24

LOCATION: Coachella
NORTH & SOUTH: SR-86 NB Ramps
EAST & WEST: Airport Blvd

PROJECT #: SC4392
LOCATION #: 2
CONTROL: SIGNAL

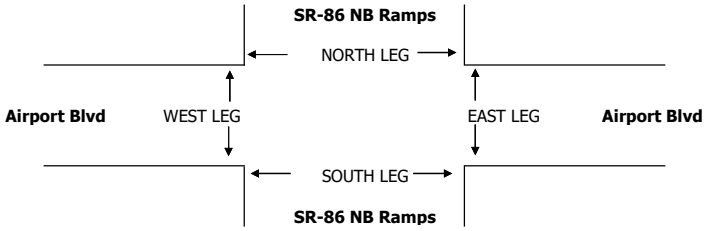
NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND SR-86 NB Ramps			SOUTHBOUND SR-86 NB Ramps			EASTBOUND Airport Blvd			WESTBOUND Airport Blvd			
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 0.5	ER 0.5	WL 1	WT 1	WR X	TOTAL
AM	7:00 AM	22	0	2	0	0	0	0	18	33	13	17	0	105
	7:15 AM	19	0	4	0	0	0	0	17	27	7	14	0	88
	7:30 AM	24	0	5	0	0	0	0	15	27	17	29	0	117
	7:45 AM	28	0	3	0	0	0	0	13	29	9	21	0	103
	8:00 AM	20	0	1	0	0	0	0	27	24	11	29	0	112
	8:15 AM	18	0	1	0	0	0	0	39	27	7	18	0	110
	8:30 AM	11	0	4	0	0	0	0	14	22	6	12	0	69
	8:45 AM	15	0	4	0	0	0	0	16	26	6	18	0	85
	VOLUMES	157	0	24	0	0	0	0	159	215	76	158	0	790
	APPROACH %	86%	0%	13%	0%	0%	0%	0%	43%	57%	32%	68%	0%	
	APP/DEPART	182	/	0	0	/	292	374	/	183	234	/	315	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	90	0	10	0	0	0	0	94	107	44	97	0	443
	APPROACH %	89%	0%	10%	0%	0%	0%	0%	47%	53%	31%	69%	0%	
	PEAK HR FACTOR		0.789			0.000			0.761			0.766		0.947
	APP/DEPART	101	/	0	0	/	152	201	/	104	141	/	187	0
PM	4:00 PM	9	0	3	0	0	0	0	29	46	18	34	0	139
	4:15 PM	17	0	4	0	0	0	0	36	37	4	15	0	113
	4:30 PM	15	0	0	0	0	0	0	37	72	9	28	0	161
	4:45 PM	23	0	2	0	0	0	0	41	26	17	26	0	135
	5:00 PM	23	0	1	0	0	0	0	36	41	7	30	0	138
	5:15 PM	17	0	5	0	0	0	0	32	50	5	24	0	133
	5:30 PM	14	0	3	0	0	0	0	28	32	11	34	0	122
	5:45 PM	12	0	4	0	0	0	0	32	37	4	18	0	107
	VOLUMES	130	0	22	0	0	0	0	271	341	75	209	0	1,048
	APPROACH %	86%	0%	14%	0%	0%	0%	0%	44%	56%	26%	74%	0%	
	APP/DEPART	152	/	0	0	/	416	612	/	293	284	/	339	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	78	0	8	0	0	0	0	146	189	38	108	0	567
	APPROACH %	91%	0%	9%	0%	0%	0%	0%	44%	56%	26%	74%	0%	
	PEAK HR FACTOR		0.860			0.000			0.768			0.849		0.880
	APP/DEPART	86	/	0	0	/	227	335	/	154	146	/	186	0

U-TURNS

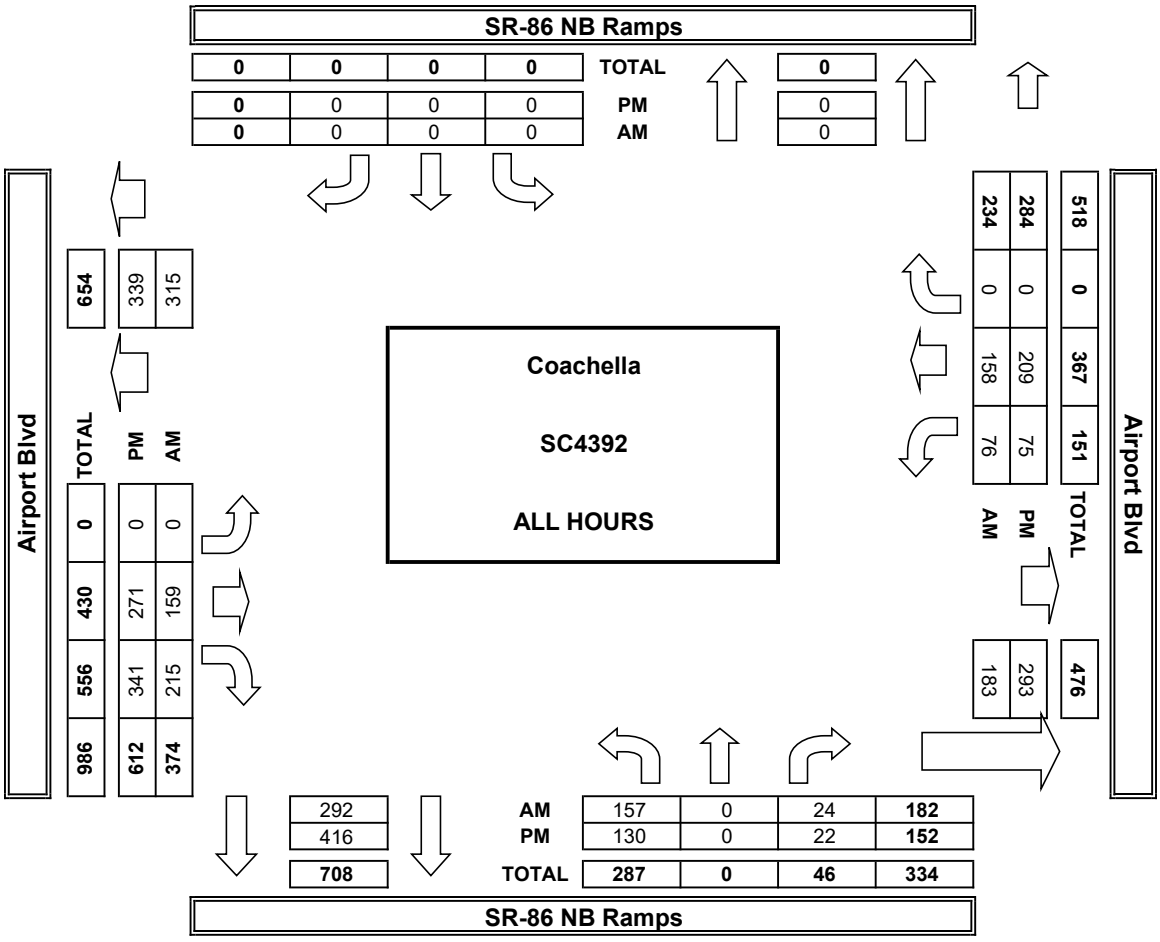
	NB	SB	EB	WB	TTL
	0	0	0	0	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	1	0	0	0	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
	1	0	0	0	1
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
	0	0	0	0	0

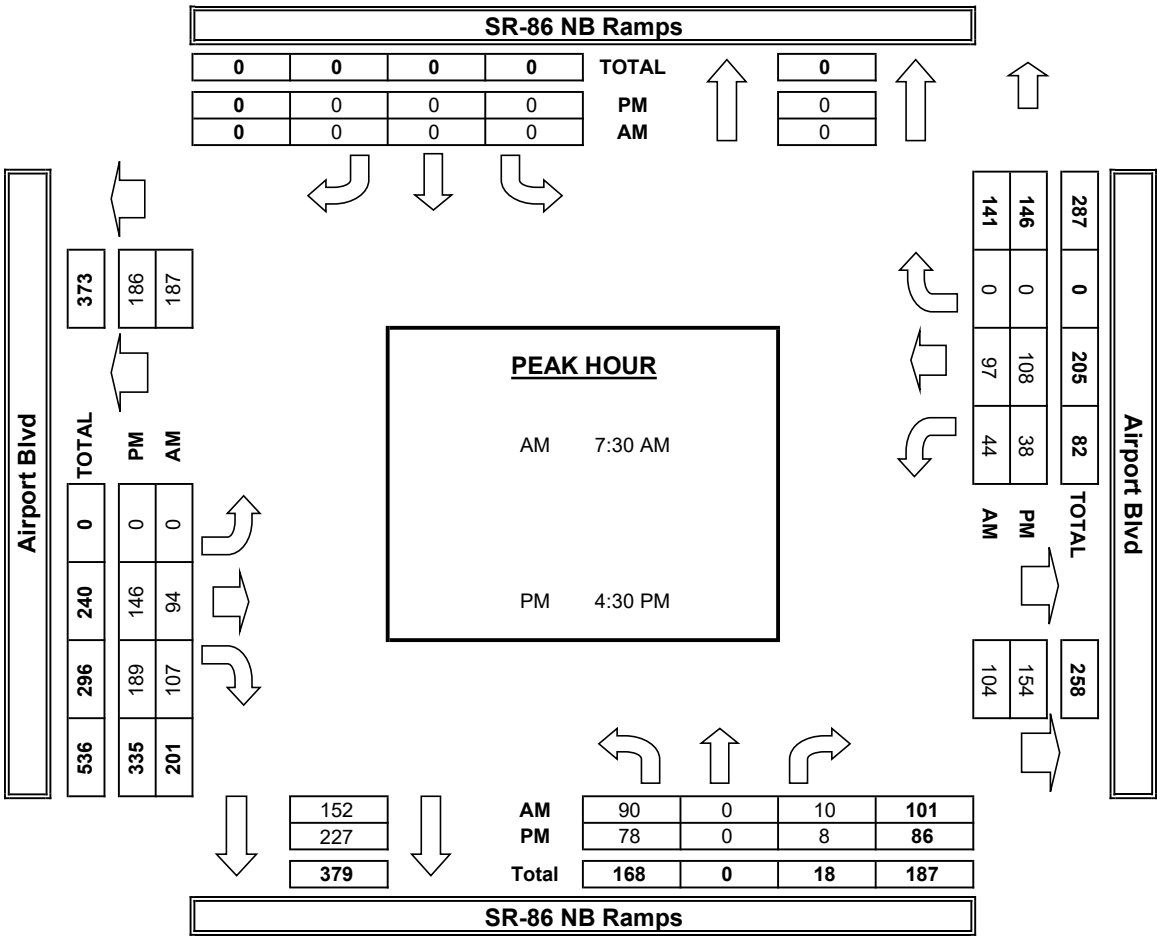


		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0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

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T101823

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

DATE: Thu, Jan 18, 24

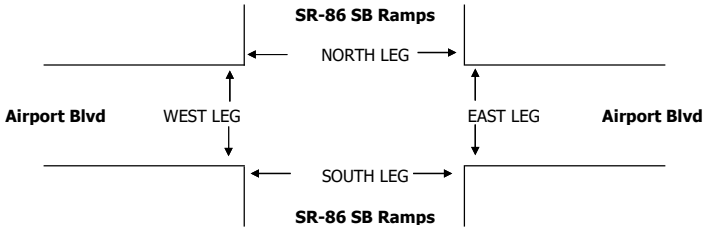
LOCATION: Coachella
NORTH & SOUTH: SR-86 SB Ramps
EAST & WEST: Airport Blvd

PROJECT #: SC4392
LOCATION #: 3
CONTROL: SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

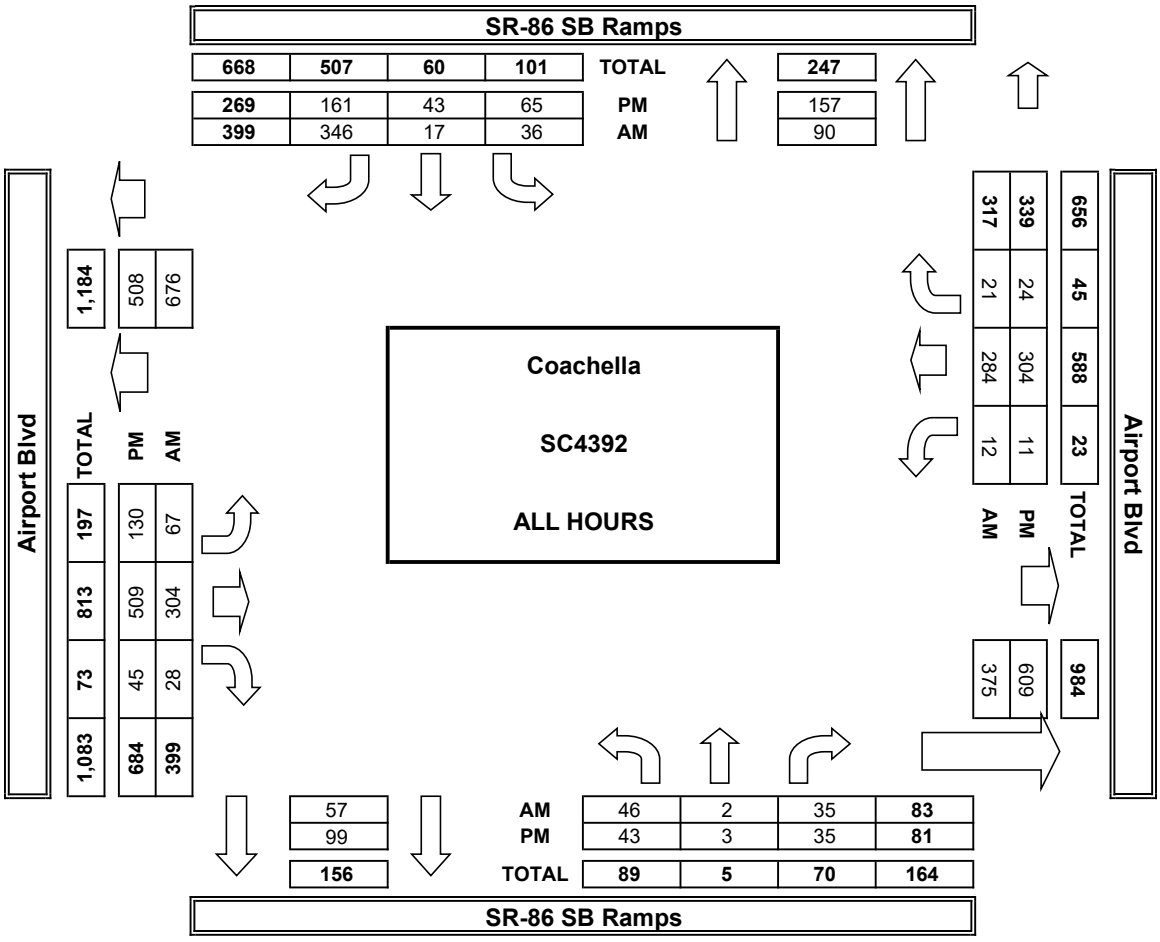
		NORTHBOUND SR-86 SB Ramps			SOUTHBOUND SR-86 SB Ramps			EASTBOUND Airport Blvd			WESTBOUND Airport Blvd				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0.5	ST 0.5	SR 1	EL 1	ET 0.5	ER 0.5	WL 1	WT 0.5	WR 0.5	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	6	2	4	5	4	43	8	37	4	2	37	2	154	0	0	0	0	0
	7:15 AM	5	0	10	2	2	40	17	31	4	1	29	3	144	0	0	0	0	0
	7:30 AM	7	0	5	6	1	48	12	42	2	1	47	6	177	0	0	0	0	0
	7:45 AM	5	0	1	4	3	65	6	38	4	2	46	2	176	0	0	0	0	0
	8:00 AM	8	0	7	5	3	54	9	39	4	0	43	3	175	0	0	0	0	0
	8:15 AM	4	0	2	6	3	34	8	47	3	1	34	2	144	0	0	0	0	0
	8:30 AM	6	0	3	5	1	30	2	33	4	3	26	2	115	0	0	0	0	0
	8:45 AM	5	0	3	3	0	32	5	37	3	2	22	1	113	0	0	0	0	0
	VOLUMES	46	2	35	36	17	346	67	304	28	12	284	21	1,198	0	0	0	0	0
	APPROACH %	55%	2%	42%	9%	4%	87%	17%	76%	7%	4%	90%	7%						
	APP/DEPART	83	/	90	399	/	57	399	/	375	317	/	676	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	24	0	15	21	10	201	35	166	13	4	170	13	672					
	APPROACH %	62%	0%	38%	9%	4%	87%	16%	78%	6%	2%	91%	7%						
	PEAK HR FACTOR		0.650			0.806			0.922			0.866		0.949					
	APP/DEPART	39	/	48	232	/	27	214	/	202	187	/	395	0					
PM	4:00 PM	4	0	7	8	4	25	17	56	7	1	41	0	170	0	0	0	0	0
	4:15 PM	2	1	6	8	4	24	16	56	2	2	35	5	161	0	0	0	0	0
	4:30 PM	5	0	7	8	2	19	18	67	7	1	46	5	185	0	0	0	0	0
	4:45 PM	7	0	1	9	8	20	13	69	3	2	37	2	171	0	0	0	0	0
	5:00 PM	4	1	6	8	7	16	18	73	8	3	42	3	189	0	0	0	0	0
	5:15 PM	9	1	5	10	8	27	19	71	8	1	41	3	203	0	0	0	0	0
	5:30 PM	8	0	1	8	3	12	21	57	5	0	30	4	149	0	0	0	0	0
	5:45 PM	4	0	2	6	7	18	8	60	5	1	32	2	145	0	0	0	0	0
	VOLUMES	43	3	35	65	43	161	130	509	45	11	304	24	1,373	0	0	0	0	0
	APPROACH %	53%	4%	43%	24%	16%	60%	19%	74%	7%	3%	90%	7%						
	APP/DEPART	81	/	157	269	/	99	684	/	609	339	/	508	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	25	2	19	35	25	82	68	280	26	7	166	13	748					
	APPROACH %	54%	4%	41%	25%	18%	58%	18%	75%	7%	4%	89%	7%						
	PEAK HR FACTOR		0.767			0.789			0.944			0.894		0.921					
	APP/DEPART	46	/	83	142	/	58	374	/	334	186	/	273	0					

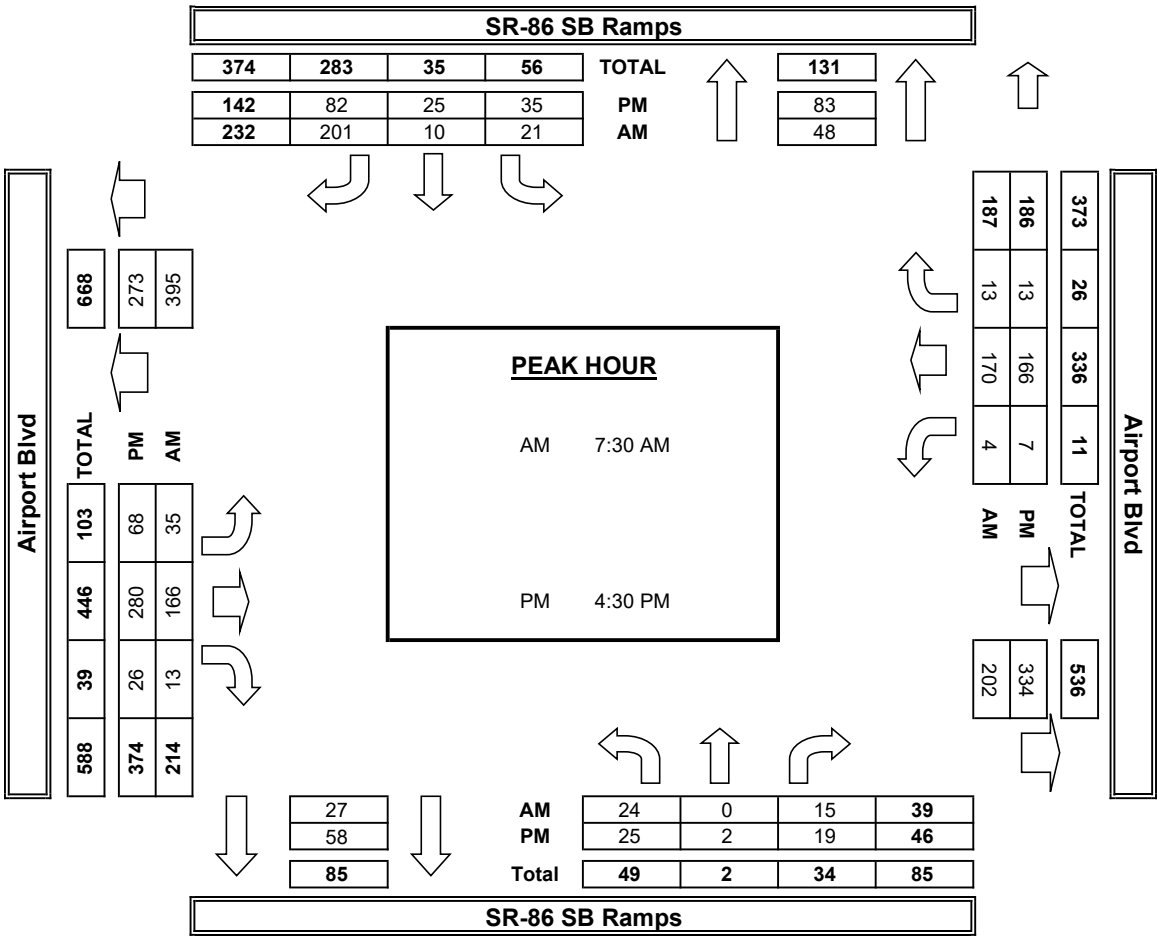


		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0
	7:45 AM	0	0	0	0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

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T101823

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

DATE: Thu, Jan 18, 24

LOCATION: Coachella
NORTH & SOUTH: Palm St
EAST & WEST: Airport Blvd

PROJECT #: SC4392
LOCATION #: 4
CONTROL: SIGNAL

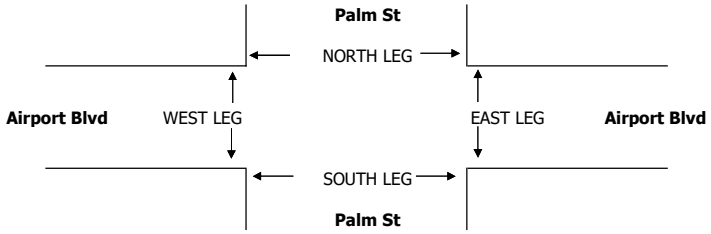
NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND Palm St			SOUTHBOUND Palm St			EASTBOUND Airport Blvd			WESTBOUND Airport Blvd			
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 0	EL 1	ET 2	ER X	WL X	WT 2	WR 0	TOTAL
AM	7:00 AM	0	0	0	10	0	9	4	44	0	0	90	21	178
	7:15 AM	0	0	0	8	0	5	3	44	0	0	57	12	129
	7:30 AM	0	0	0	9	0	12	6	35	0	0	98	8	168
	7:45 AM	0	0	0	15	0	22	3	50	0	0	87	19	196
	8:00 AM	0	0	0	11	0	13	4	37	0	0	102	14	181
	8:15 AM	0	0	0	18	0	13	6	43	0	0	56	14	150
	8:30 AM	0	0	0	10	0	9	8	36	0	0	44	10	117
	8:45 AM	0	0	0	9	0	13	9	34	0	0	48	10	123
	VOLUMES	0	0	0	90	0	96	43	323	0	0	582	108	1,242
	APPROACH %	0%	0%	0%	48%	0%	52%	12%	88%	0%	0%	84%	16%	
	APP/DEPART	0	/	151	186	/	0	366	/	413	690	/	678	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	0	0	0	53	0	60	19	165	0	0	343	55	695
	APPROACH %	0%	0%	0%	47%	0%	53%	10%	90%	0%	0%	86%	14%	
	PEAK HR FACTOR		0.000			0.764			0.868			0.858		0.886
	APP/DEPART	0	/	74	113	/	0	184	/	218	398	/	403	0
PM	4:00 PM	0	0	0	22	0	13	14	73	0	0	47	25	194
	4:15 PM	0	0	0	27	0	13	9	74	0	0	25	20	168
	4:30 PM	0	0	0	25	0	20	16	83	0	0	48	25	217
	4:45 PM	0	0	0	13	0	12	12	61	0	0	53	27	178
	5:00 PM	0	0	0	23	0	8	11	60	0	0	59	17	178
	5:15 PM	0	0	0	25	0	8	7	71	0	0	39	21	171
	5:30 PM	0	0	0	15	0	14	5	57	0	0	52	19	162
	5:45 PM	0	0	0	19	0	8	8	51	0	0	35	15	136
	VOLUMES	0	0	0	169	0	96	82	530	0	0	358	169	1,404
	APPROACH %	0%	0%	0%	64%	0%	36%	13%	87%	0%	0%	68%	32%	
	APP/DEPART	0	/	251	265	/	0	612	/	699	527	/	454	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	0	0	87	0	58	51	291	0	0	173	97	757
	APPROACH %	0%	0%	0%	60%	0%	40%	15%	85%	0%	0%	64%	36%	
	PEAK HR FACTOR		0.000			0.806			0.864			0.844		0.872
	APP/DEPART	0	/	148	145	/	0	342	/	378	270	/	231	0

U-TURNS

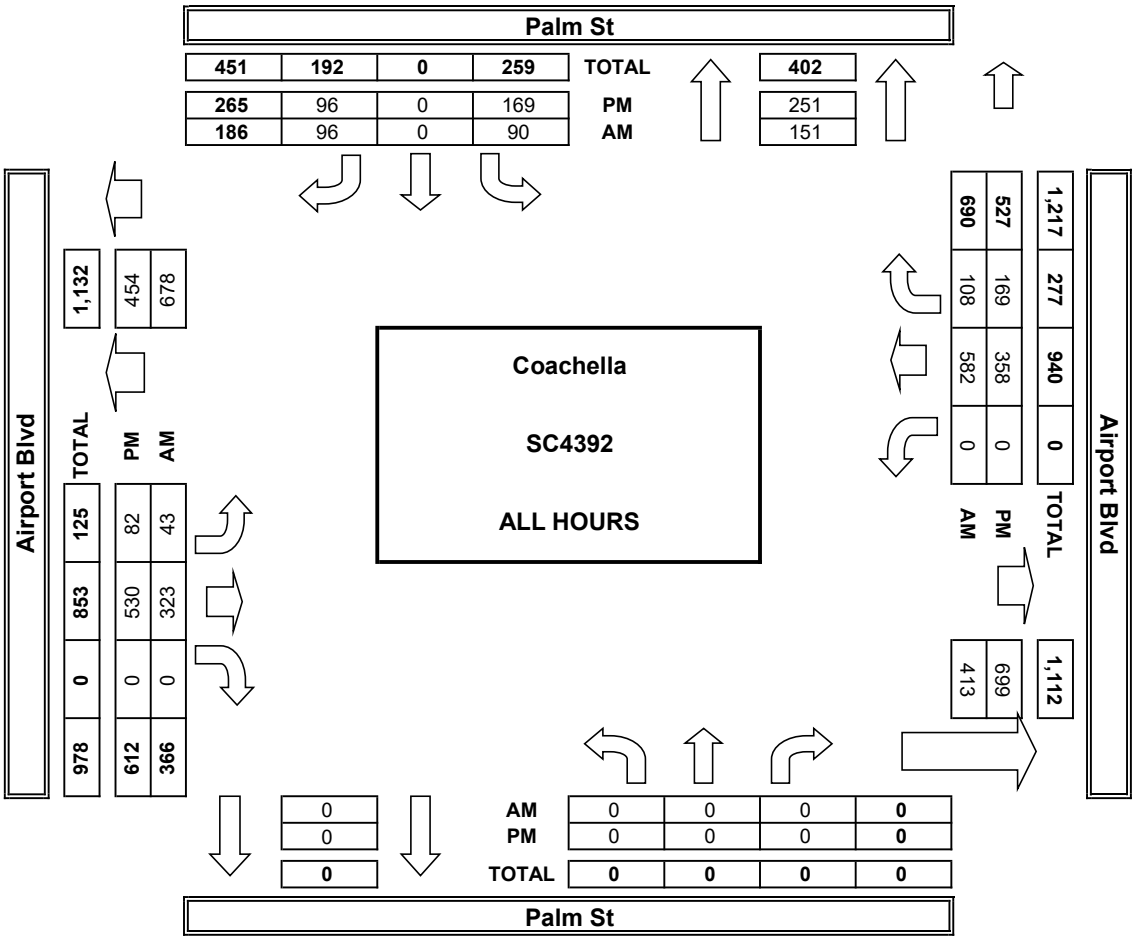
AM NB	AM SB	AM EB	AM WB	AM TTL	PM NB	PM SB	PM EB	PM WB	PM TTL
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0

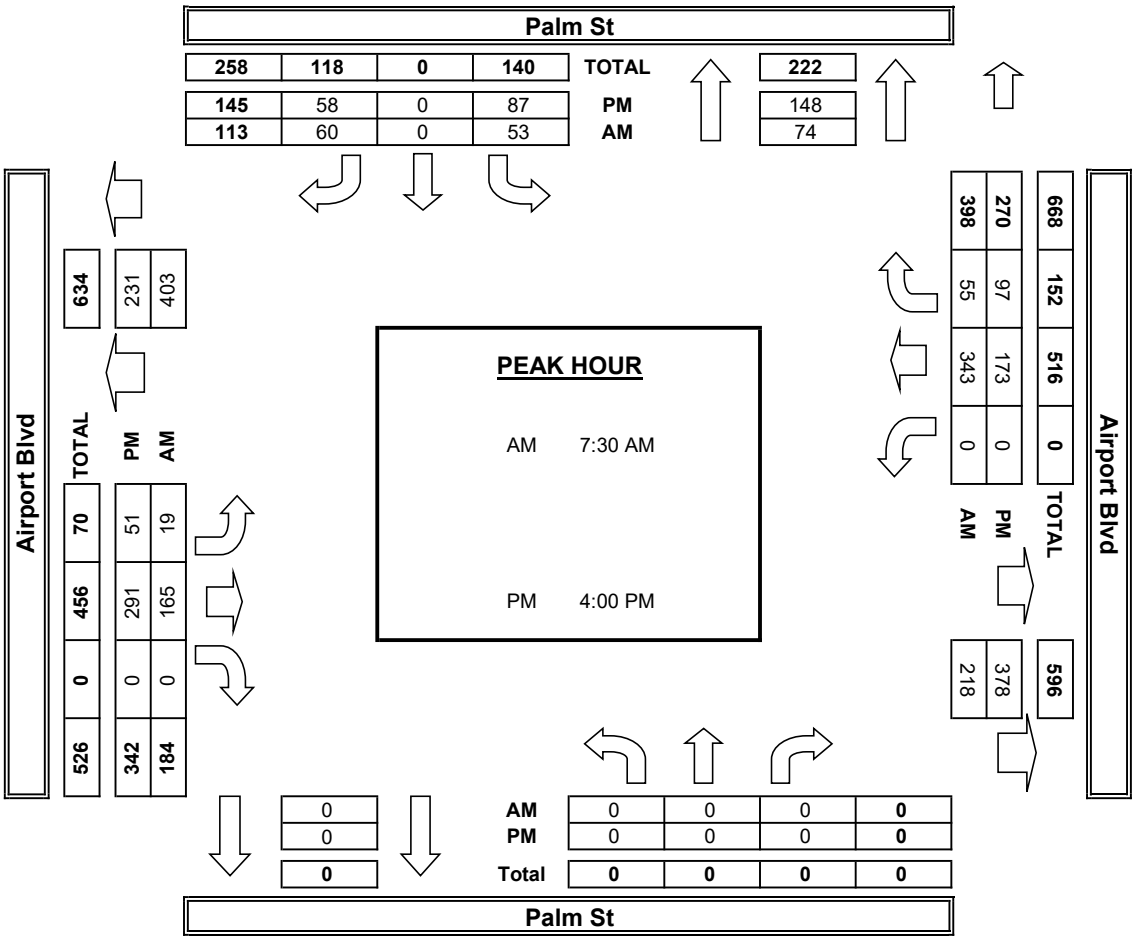


		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	1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

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T101823

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

DATE: Thu, Jan 18, 24

LOCATION: Coachella
NORTH & SOUTH: Polk St
EAST & WEST: Airport Blvd

PROJECT #: SC4392
LOCATION #: 5
CONTROL: SIGNAL

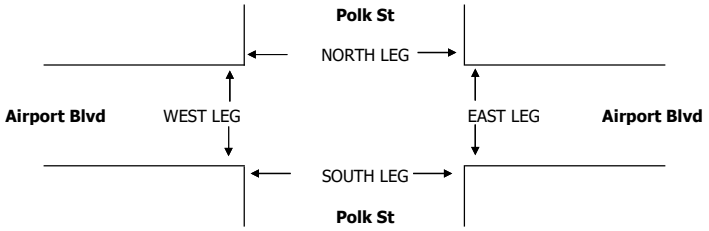
NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Polk St)			SOUTHBOUND (Polk St)			EASTBOUND (Airport Blvd)			WESTBOUND (Airport Blvd)			
	LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL 1	ET 2	ER 2	WL 1	WT 1	WR X	TOTAL
AM	7:00 AM	28	0	21	0	0	0	0	28	31	46	53	0	207
	7:15 AM	12	0	14	0	0	0	0	32	26	25	37	0	146
	7:30 AM	20	0	20	0	0	0	0	21	33	50	56	0	200
	7:45 AM	19	0	20	0	0	0	0	30	59	64	44	0	236
	8:00 AM	46	0	28	0	0	0	0	16	84	82	34	0	290
	8:15 AM	31	0	27	0	0	0	0	23	41	44	28	0	194
	8:30 AM	13	0	13	0	0	0	0	29	26	28	25	0	134
	8:45 AM	15	0	19	0	0	0	0	27	14	29	32	0	136
	VOLUMES	184	0	162	0	0	0	0	206	314	368	309	0	1,543
	APPROACH %	53%	0%	47%	0%	0%	0%	0%	40%	60%	54%	46%	0%	
	APP/DEPART	346	/	0	0	/	682	520	/	368	677	/	493	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	116	0	95	0	0	0	0	90	217	240	162	0	920
	APPROACH %	55%	0%	45%	0%	0%	0%	0%	29%	71%	60%	40%	0%	
	PEAK HR FACTOR		0.713			0.000			0.768			0.866		0.793
	APP/DEPART	211	/	0	0	/	457	307	/	185	402	/	278	0
PM	4:00 PM	23	0	36	0	0	0	0	50	24	17	37	0	187
	4:15 PM	24	0	41	0	0	0	0	44	30	18	27	0	184
	4:30 PM	41	0	52	0	0	0	0	46	41	27	41	0	248
	4:45 PM	26	0	26	0	0	0	0	49	34	26	39	0	200
	5:00 PM	20	0	34	0	0	0	0	42	26	16	48	0	186
	5:15 PM	18	0	21	0	0	0	0	48	43	18	31	0	179
	5:30 PM	21	0	26	0	0	0	0	40	20	27	38	0	172
	5:45 PM	16	0	24	0	0	0	0	37	26	18	27	0	148
	VOLUMES	189	0	260	0	0	0	0	356	244	167	288	0	1,505
	APPROACH %	42%	0%	58%	0%	0%	0%	0%	59%	41%	37%	63%	0%	
	APP/DEPART	449	/	0	0	/	411	601	/	616	455	/	478	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	114	0	155	0	0	0	0	189	129	88	144	0	820
	APPROACH %	42%	0%	58%	0%	0%	0%	0%	59%	40%	38%	62%	0%	
	PEAK HR FACTOR		0.723			0.000			0.917			0.853		0.827
	APP/DEPART	269	/	0	0	/	217	319	/	344	232	/	259	0

U-TURNS

	NB	SB	EB	WB	TTL
AM 7:00 AM	0	0	0	0	0
AM 7:15 AM	0	0	0	0	0
AM 7:30 AM	0	0	0	0	0
AM 7:45 AM	0	0	0	0	0
AM 8:00 AM	0	0	0	0	0
AM 8:15 AM	0	0	0	0	0
AM 8:30 AM	0	0	0	0	0
AM 8:45 AM	0	0	0	0	0
AM TOTAL	0	0	0	0	0
PM 4:00 PM	0	0	0	0	0
PM 4:15 PM	0	0	1	0	1
PM 4:30 PM	0	0	0	0	0
PM 4:45 PM	0	0	0	0	0
PM 5:00 PM	0	0	0	0	0
PM 5:15 PM	0	0	0	0	0
PM 5:30 PM	0	0	0	0	0
PM 5:45 PM	0	0	0	0	0
PM TOTAL	0	0	1	0	1



ALL PED + BIKE & SCOOTER

	N LEG	S LEG	E LEG	W LEG	TOTAL
AM 7:00 AM	0	0	0	0	0
AM 7:15 AM	0	0	0	0	0
AM 7:30 AM	0	0	0	0	0
AM 7:45 AM	0	0	0	0	0
AM 8:00 AM	0	0	0	0	0
AM 8:15 AM	0	0	0	0	0
AM 8:30 AM	0	0	0	0	0
AM 8:45 AM	0	0	1	0	1
AM TOTAL	0	0	1	0	1
AM BEGIN PEAK HR			7:30 AM		
PM 4:00 PM	0	0	0	0	0
PM 4:15 PM	0	0	0	0	0
PM 4:30 PM	0	0	0	0	0
PM 4:45 PM	0	0	0	0	0
PM 5:00 PM	0	0	0	0	0
PM 5:15 PM	0	0	0	0	0
PM 5:30 PM	0	0	0	0	0
PM 5:45 PM	0	0	0	0	0
PM TOTAL	0	0	0	0	0
PM BEGIN PEAK HR			4:00 PM		

PEDESTRIAN CROSSINGS

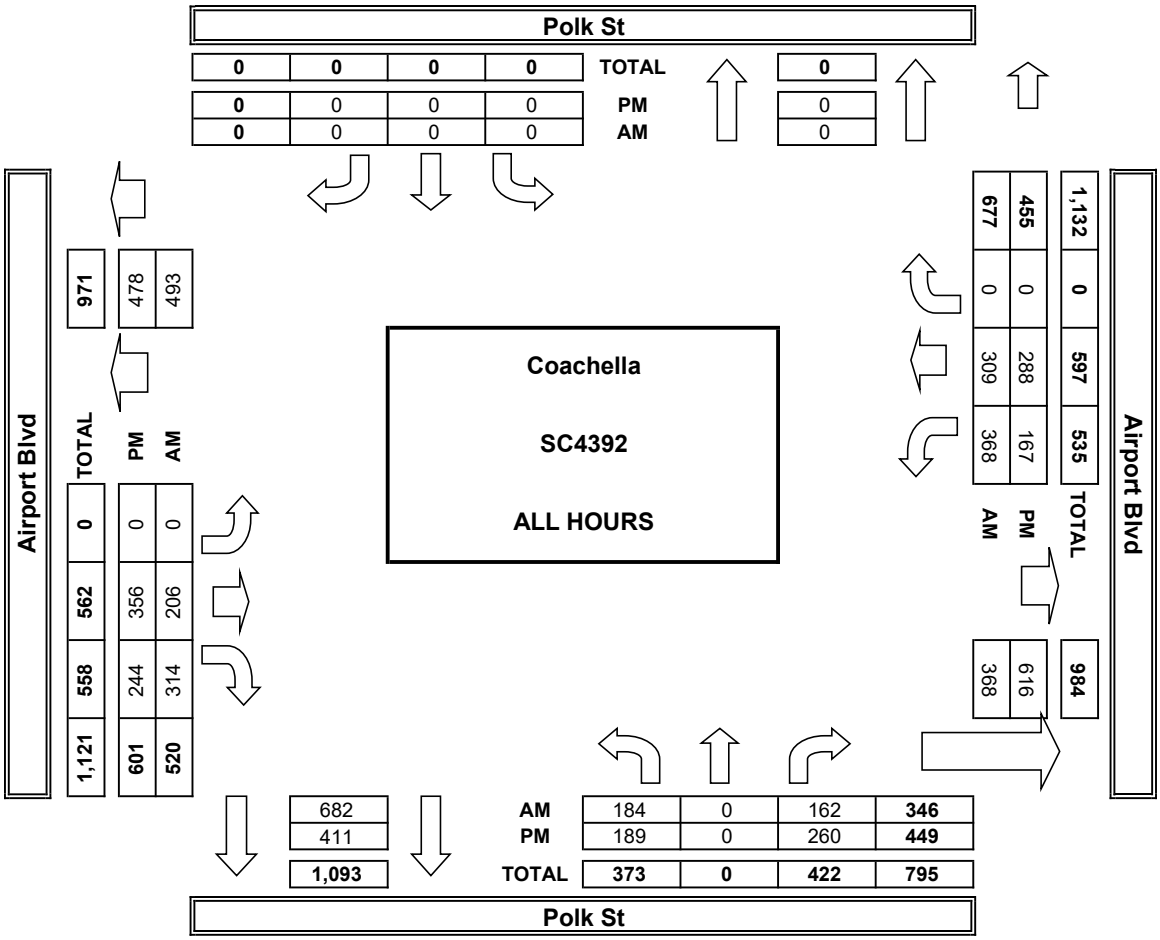
	N LEG	S LEG	E LEG	W LEG	TOTAL
AM 7:00 AM	0	0	0	0	0
AM 7:15 AM	0	0	0	0	0
AM 7:30 AM	0	0	0	0	0
AM 7:45 AM	0	0	0	0	0
AM 8:00 AM	0	0	0	0	0
AM 8:15 AM	0	0	0	0	0
AM 8:30 AM	0	0	0	0	0
AM 8:45 AM	0	0	1	0	1
AM TOTAL	0	0	1	0	1
AM BEGIN PEAK HR	0	0	0	0	0
PM 4:00 PM	0	0	0	0	0
PM 4:15 PM	0	0	0	0	0
PM 4:30 PM	0	0	0	0	0
PM 4:45 PM	0	0	0	0	0
PM 5:00 PM	0	0	0	0	0
PM 5:15 PM	0	0	0	0	0
PM 5:30 PM	0	0	0	0	0
PM 5:45 PM	0	0	0	0	0
PM TOTAL	0	0	0	0	0
PM BEGIN PEAK HR	0	0	0	0	0

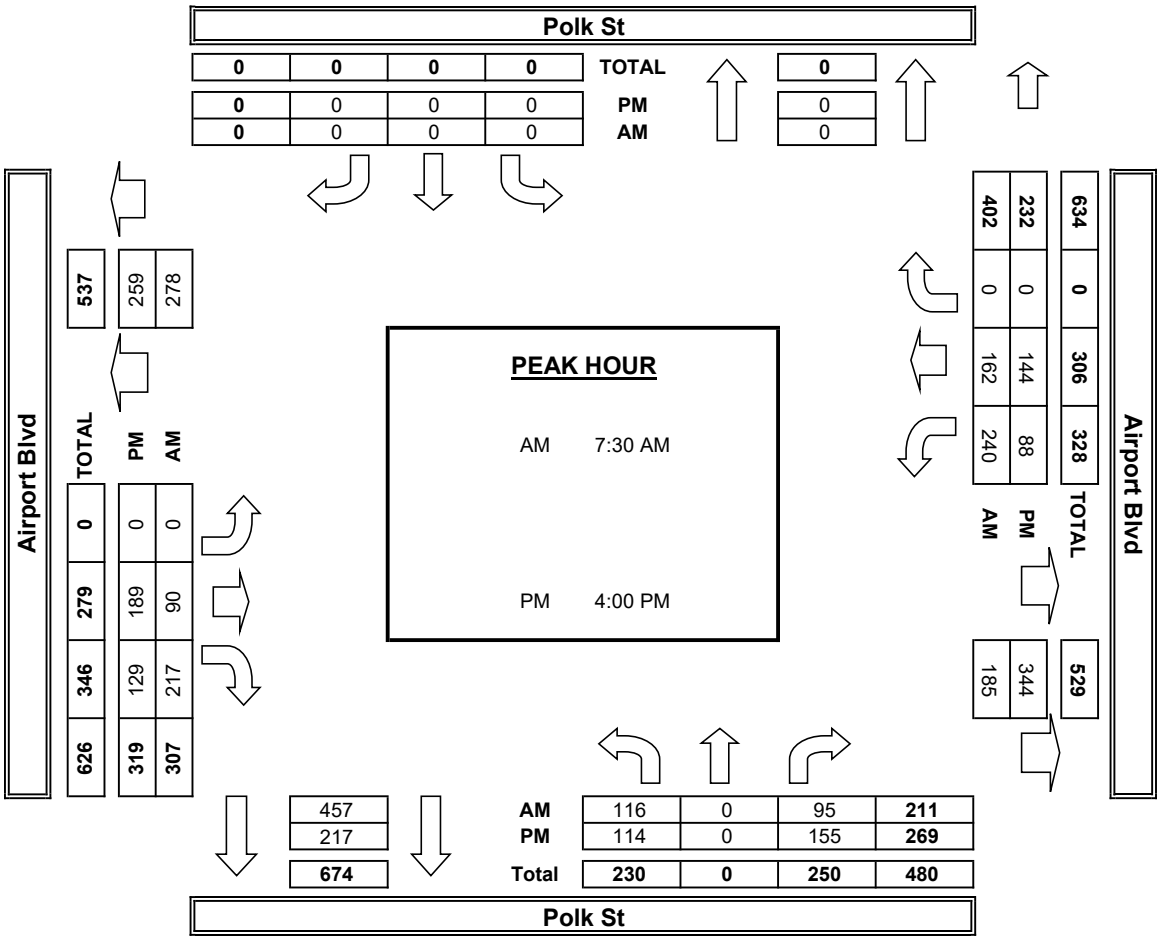
BICYCLE & SCOOTER CROSSINGS

	NL	SL	EL	WL	TOTAL
AM 7:00 AM	0	0	0	0	0
AM 7:15 AM	0	0	0	0	0
AM 7:30 AM	0	0	0	0	0
AM 7:45 AM	0	0	0	0	0
AM 8:00 AM	0	0	0	0	0
AM 8:15 AM	0	0	0	0	0
AM 8:30 AM	0	0	0	0	0
AM 8:45 AM	0	0	0	0	0
AM TOTAL	0	0	0	0	0
PM 4:00 PM	0	0	0	0	0
PM 4:15 PM	0	0	0	0	0
PM 4:30 PM	0	0	0	0	0
PM 4:45 PM	0	0	0	0	0
PM 5:00 PM	0	0	0	0	0
PM 5:15 PM	0	0	0	0	0
PM 5:30 PM	0	0	0	0	0
PM 5:45 PM	0	0	0	0	0
PM TOTAL	0	0	0	0	0

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T101823

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

DATE: Thu, Jan 18, 24

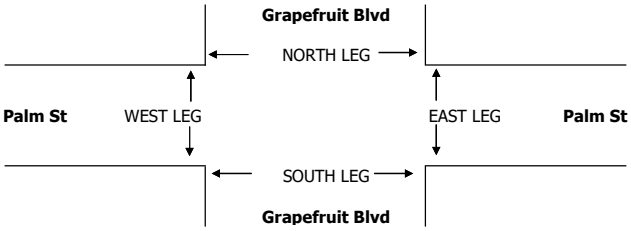
LOCATION: Coachella
NORTH & SOUTH: Grapefruit Blvd
EAST & WEST: Palm St

PROJECT #: SC4392
LOCATION #: 6
CONTROL: SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

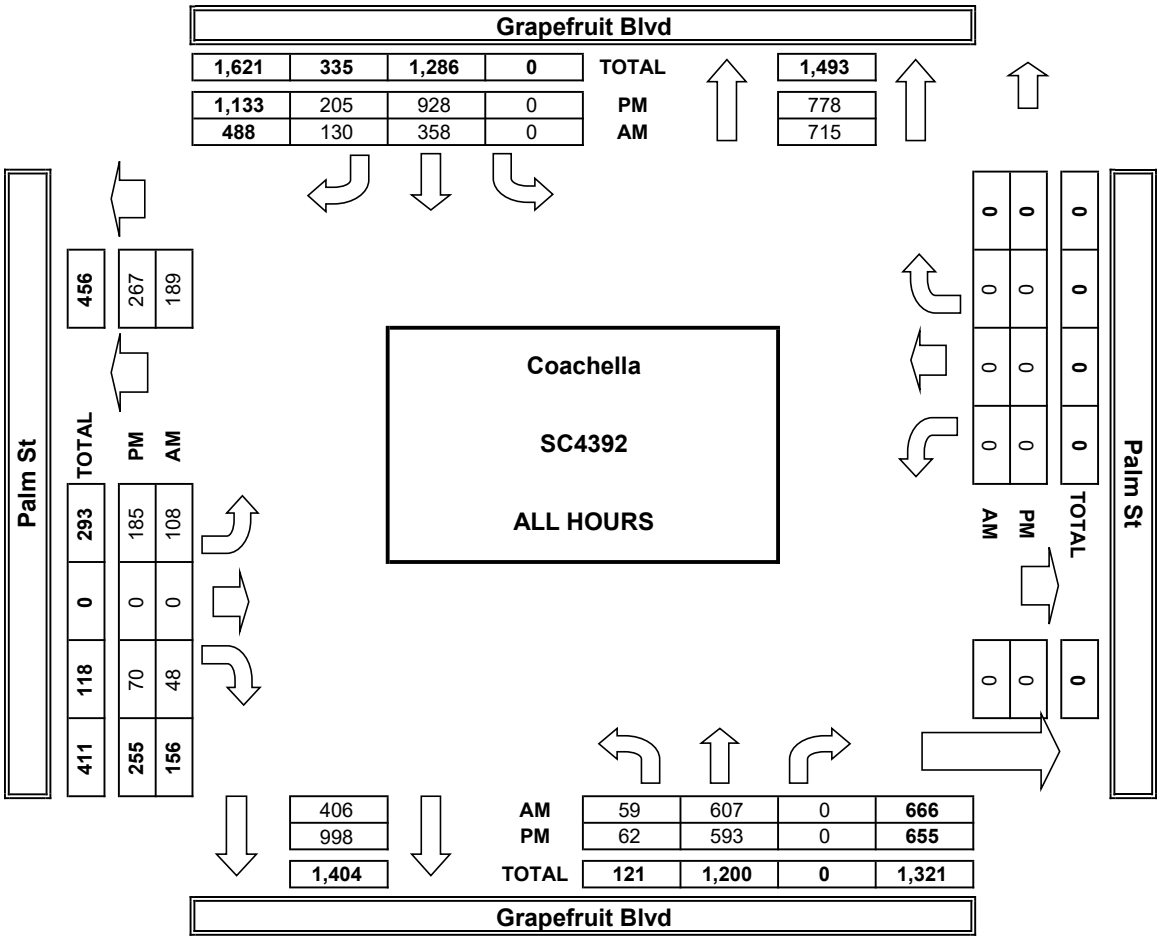
		NORTHBOUND Grapefruit Blvd			SOUTHBOUND Grapefruit Blvd			EASTBOUND Palm St			WESTBOUND Palm St				U-TURNS				
	LANES:	NL 1	NT 1	NR X	SL X	ST 1	SR 1	EL 1	ET X	ER 1	WL X	WT X	WR X	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	9	58	0	0	38	10	16	0	9	0	0	0	140	0	0	0	0	0
	7:15 AM	7	68	0	0	32	8	10	0	3	0	0	0	128	0	0	0	0	0
	7:30 AM	5	95	0	0	31	16	13	0	4	0	0	0	164	0	0	0	0	0
	7:45 AM	7	82	0	0	62	33	15	0	6	0	0	0	205	0	0	0	0	0
	8:00 AM	9	95	0	0	73	19	15	0	10	0	0	0	221	0	0	0	0	0
	8:15 AM	9	85	0	0	46	18	11	0	9	0	0	0	178	0	0	0	0	0
	8:30 AM	5	73	0	0	36	12	13	0	3	0	0	0	142	0	0	0	0	0
	8:45 AM	8	51	0	0	40	14	15	0	4	0	0	0	132	0	0	0	0	0
	VOLUMES	59	607	0	0	358	130	108	0	48	0	0	0	1,310	0	0	0	0	0
	APPROACH %	9%	91%	0%	0%	73%	27%	69%	0%	31%	0%	0%	0%						
	APP/DEPART	666	/	715	488	/	406	156	/	0	0	/	189	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	30	357	0	0	212	86	54	0	29	0	0	0	768					
	APPROACH %	8%	92%	0%	0%	71%	29%	65%	0%	35%	0%	0%	0%						
	PEAK HR FACTOR		0.930			0.784			0.830			0.000		0.869					
	APP/DEPART	387	/	411	298	/	241	83	/	0	0	/	116	0					
PM	4:00 PM	7	79	0	0	135	27	30	0	5	0	0	0	283	0	0	0	0	0
	4:15 PM	4	64	0	0	114	40	21	0	10	0	0	0	253	0	0	0	0	0
	4:30 PM	11	75	0	0	132	27	33	0	8	0	0	0	286	0	0	0	0	0
	4:45 PM	5	65	0	0	106	24	28	0	16	0	0	0	244	0	0	0	0	0
	5:00 PM	11	81	0	0	127	20	25	0	7	0	0	0	271	0	0	0	0	0
	5:15 PM	9	73	0	0	97	24	21	0	7	0	0	0	231	0	0	0	0	0
	5:30 PM	7	86	0	0	112	21	10	0	11	0	0	0	247	0	0	0	0	0
	5:45 PM	8	70	0	0	105	22	17	0	6	0	0	0	228	0	0	0	0	0
	VOLUMES	62	593	0	0	928	205	185	0	70	0	0	0	2,043	0	0	0	0	0
	APPROACH %	9%	91%	0%	0%	82%	18%	73%	0%	27%	0%	0%	0%						
	APP/DEPART	655	/	778	1,133	/	998	255	/	0	0	/	267	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	27	283	0	0	487	118	112	0	39	0	0	0	1,066					
	APPROACH %	9%	91%	0%	0%	80%	20%	74%	0%	26%	0%	0%	0%						
	PEAK HR FACTOR		0.901			0.934			0.858			0.000		0.932					
	APP/DEPART	310	/	395	605	/	526	151	/	0	0	/	145	0					

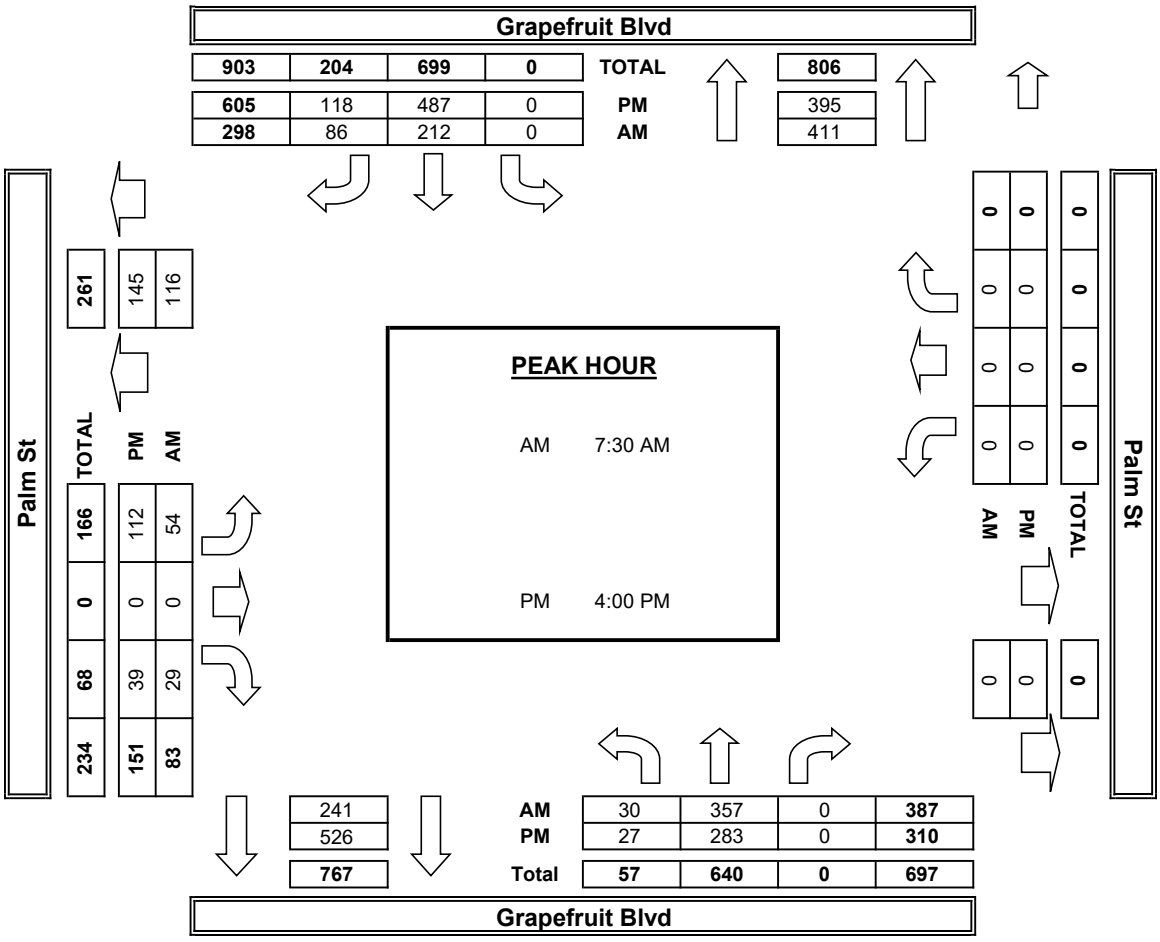


		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0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

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T101823

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

DATE: Thu, Jan 18, 24

LOCATION: Coachella
NORTH & SOUTH: Grapefruit Blvd
EAST & WEST: Ave 54

PROJECT #: SC4392
LOCATION #: 7
CONTROL: STOP ALL

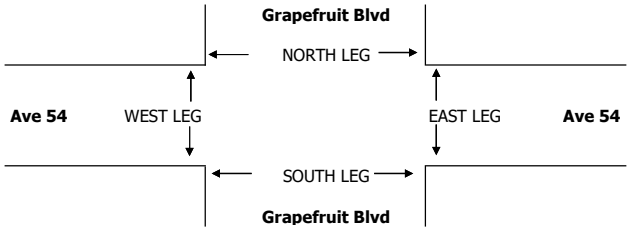
NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Grapefruit Blvd			SOUTHBOUND Grapefruit Blvd			EASTBOUND Ave 54			WESTBOUND Ave 54			
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 1	WT 1	WR 1	TOTAL
AM	7:00 AM	14	49	4	5	36	0	1	14	8	1	7	3	142
	7:15 AM	18	58	6	5	31	3	3	18	10	2	6	7	167
	7:30 AM	21	80	7	3	46	4	3	14	8	0	5	3	194
	7:45 AM	16	84	4	6	78	5	4	11	8	4	12	0	232
	8:00 AM	10	72	10	5	75	4	3	15	11	3	4	3	215
	8:15 AM	14	83	8	3	46	4	5	13	4	2	6	4	192
	8:30 AM	11	70	4	6	44	4	0	13	8	1	6	4	171
	8:45 AM	3	57	4	4	40	3	1	10	7	2	6	6	143
	VOLUMES	107	553	47	37	396	27	20	108	64	15	52	30	1,456
	APPROACH %	15%	78%	7%	8%	86%	6%	10%	56%	33%	15%	54%	31%	
	APP/DEPART	707	/	603	460	/	475	192	/	192	97	/	186	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	61	319	29	17	245	17	15	53	31	9	27	10	833
	APPROACH %	15%	78%	7%	6%	88%	6%	15%	54%	31%	20%	59%	22%	
	PEAK HR FACTOR		0.947			0.784			0.853			0.719		0.898
	APP/DEPART	409	/	344	279	/	285	99	/	99	46	/	105	0
PM	4:00 PM	18	83	12	4	122	2	5	9	22	17	16	2	312
	4:15 PM	9	77	5	2	121	3	5	8	25	9	10	12	286
	4:30 PM	13	78	9	6	129	2	2	11	18	9	16	12	305
	4:45 PM	15	71	12	7	103	1	3	11	17	13	10	10	273
	5:00 PM	13	83	6	6	115	2	3	4	17	6	14	9	278
	5:15 PM	11	83	5	4	101	3	6	8	16	4	11	3	255
	5:30 PM	16	82	4	2	105	1	2	16	16	6	9	2	261
	5:45 PM	18	62	7	4	94	4	2	6	13	10	15	5	240
	VOLUMES	113	619	60	35	890	18	28	73	144	74	101	55	2,210
	APPROACH %	14%	78%	8%	4%	94%	2%	11%	30%	59%	32%	44%	24%	
	APP/DEPART	792	/	702	943	/	1,108	245	/	168	230	/	232	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	55	309	38	19	475	8	15	39	82	48	52	36	1,176
	APPROACH %	14%	77%	9%	4%	95%	2%	11%	29%	60%	35%	38%	26%	
	PEAK HR FACTOR		0.889			0.916			0.895			0.919		0.942
	APP/DEPART	402	/	360	502	/	605	136	/	96	136	/	115	0

U-TURNS

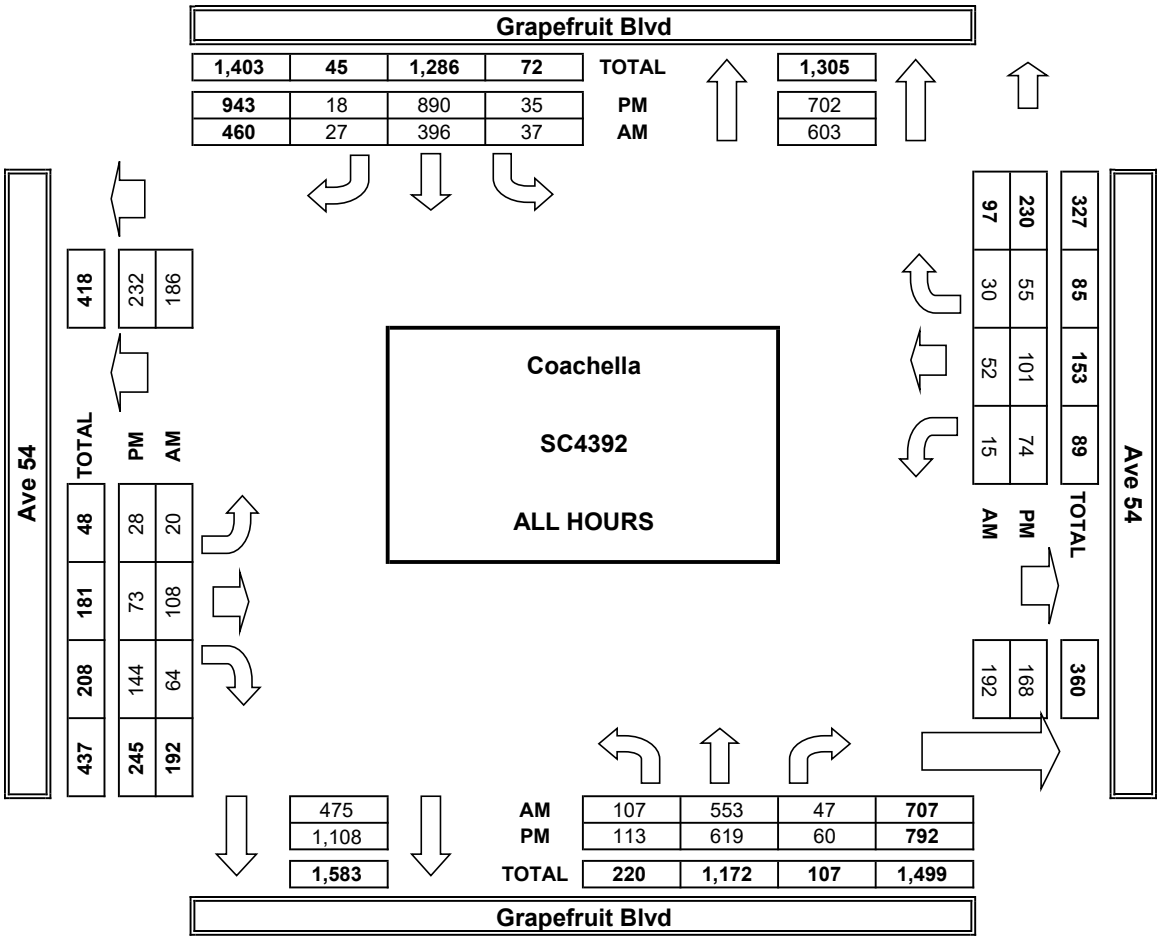
	NB	SB	EB	WB	TTL
	0	0	0	0	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
	0	0	0	0	0
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
	0	0	0	0	0

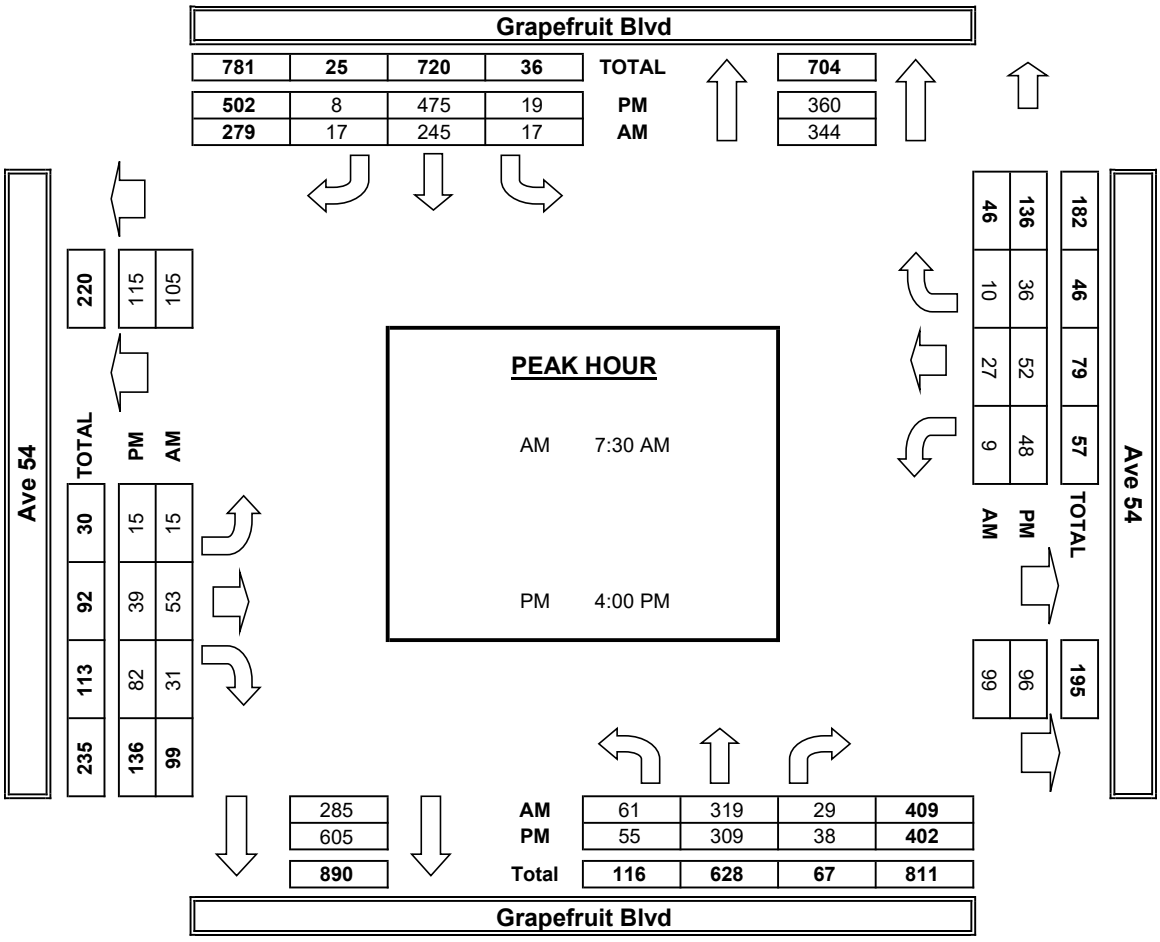


		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	1	0	0	0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

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T101823

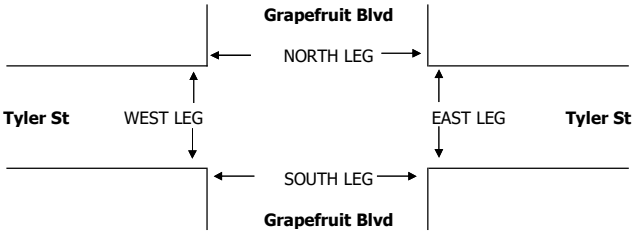
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Coachella	PROJECT #:	SC4392
Thu, Jan 18, 24	NORTH & SOUTH:	Grapefruit Blvd	LOCATION #:	8
	EAST & WEST:	Tyler St	CONTROL:	STOP ALL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

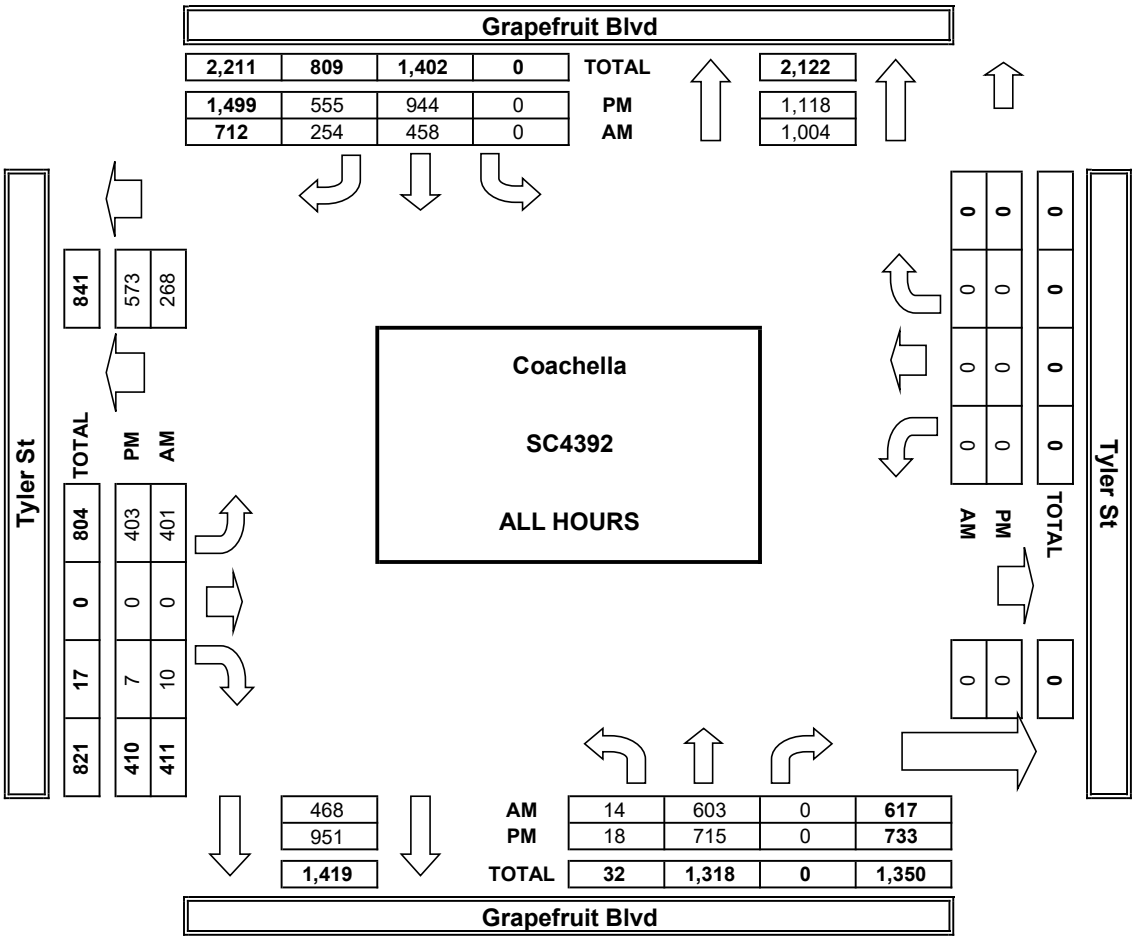
		NORTHBOUND Grapefruit Blvd			SOUTHBOUND Grapefruit Blvd			EASTBOUND Tyler St			WESTBOUND Tyler St				U-TURNS				
	LANES:	NL 0	NT 1	NR X	SL X	ST 1	SR 1	EL 0	ET X	ER 0	WL X	WT X	WR X	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	2	57	0	0	39	44	60	0	1	0	0	0	203	0	0	0	0	0
	7:15 AM	1	65	0	0	39	28	58	0	4	0	0	0	195	0	0	0	0	0
	7:30 AM	3	77	0	0	51	23	70	0	0	0	0	0	224	0	0	0	0	0
	7:45 AM	4	91	0	0	89	33	69	0	2	0	0	0	288	0	0	0	0	0
	8:00 AM	2	78	0	0	81	35	35	0	1	0	0	0	232	0	0	0	0	0
	8:15 AM	1	92	0	0	57	36	35	0	1	0	0	0	222	0	0	0	0	0
	8:30 AM	1	77	0	0	54	30	43	0	0	0	0	0	205	0	0	0	0	0
	8:45 AM	0	66	0	0	48	25	31	0	1	0	0	0	171	0	0	0	0	0
	VOLUMES	14	603	0	0	458	254	401	0	10	0	0	0	1,740	0	0	0	0	0
	APPROACH %	2%	98%	0%	0%	64%	36%	98%	0%	2%	0%	0%	0%						
	APP/DEPART	617	/	1,004	712	/	468	411	/	0	0	/	268	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	10	338	0	0	278	127	209	0	4	0	0	0	966					
	APPROACH %	3%	97%	0%	0%	69%	31%	98%	0%	2%	0%	0%	0%						
	PEAK HR FACTOR		0.916			0.830			0.750			0.000		0.839					
	APP/DEPART	348	/	547	405	/	282	213	/	0	0	/	137	0					
PM	4:00 PM	4	103	0	0	128	90	61	0	2	0	0	0	388	0	0	0	0	0
	4:15 PM	1	95	0	0	125	75	45	0	0	0	0	0	341	0	0	0	0	0
	4:30 PM	4	90	0	0	138	76	56	0	0	0	0	0	364	0	0	0	0	0
	4:45 PM	2	82	0	0	111	54	44	0	1	0	0	0	294	0	0	0	0	0
	5:00 PM	3	95	0	0	124	60	46	0	1	0	0	0	329	0	0	0	0	0
	5:15 PM	1	97	0	0	100	68	46	0	3	0	0	0	315	0	0	0	0	0
	5:30 PM	2	77	0	0	111	63	59	0	0	0	0	0	312	0	0	0	0	0
	5:45 PM	1	76	0	0	107	69	46	0	0	0	0	0	299	0	0	0	0	0
	VOLUMES	18	715	0	0	944	555	403	0	7	0	0	0	2,642	0	0	0	0	0
	APPROACH %	2%	98%	0%	0%	63%	37%	98%	0%	2%	0%	0%	0%						
	APP/DEPART	733	/	1,118	1,499	/	951	410	/	0	0	/	573	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	11	370	0	0	502	295	206	0	3	0	0	0	1,387					
	APPROACH %	3%	97%	0%	0%	63%	37%	99%	0%	1%	0%	0%	0%						
	PEAK HR FACTOR		0.890			0.914			0.829			0.000		0.894					
	APP/DEPART	381	/	576	797	/	505	209	/	0	0	/	306	0					

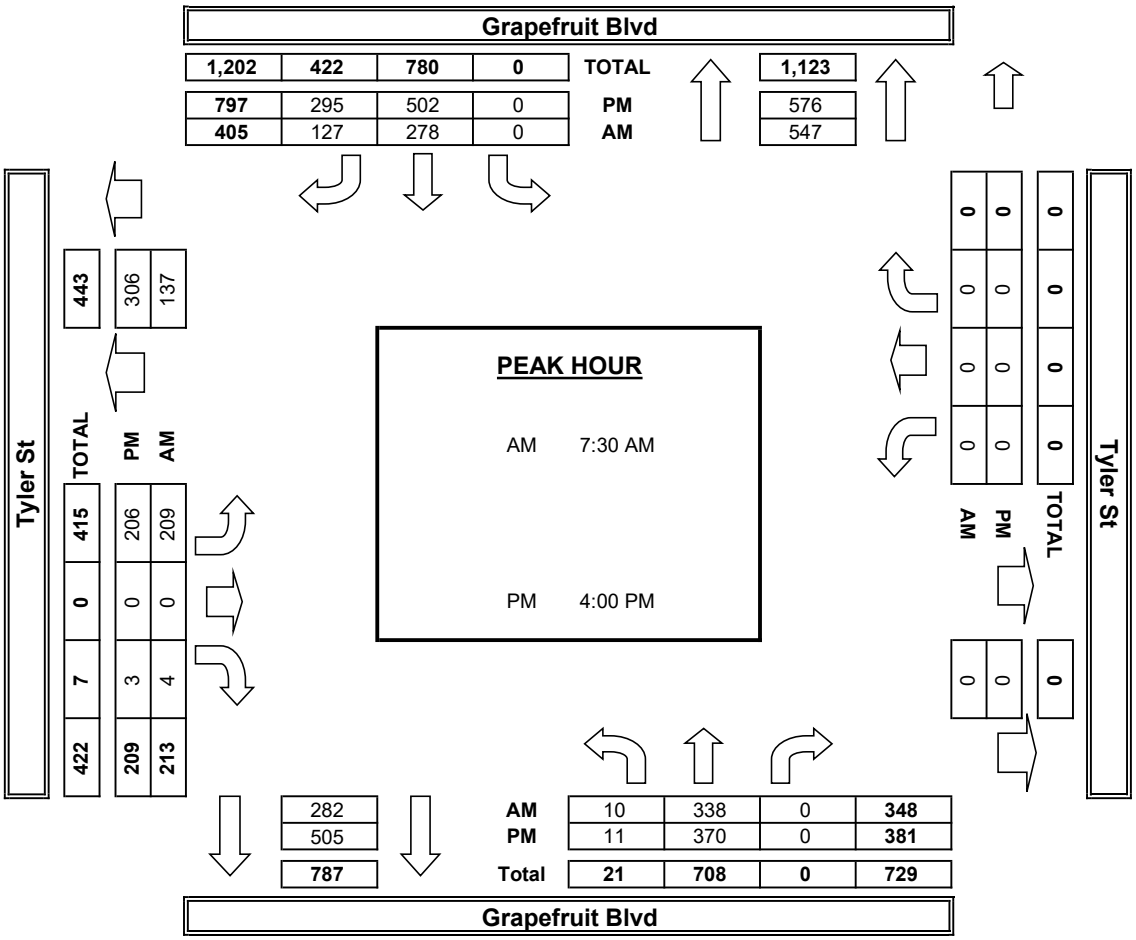


		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0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

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T101823

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

DATE: Thu, Jan 18, 24

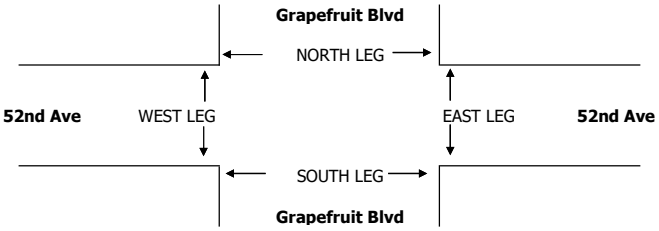
LOCATION: Coachella
NORTH & SOUTH: Grapefruit Blvd
EAST & WEST: 52nd Ave

PROJECT #: SC4392
LOCATION #: 9
CONTROL: SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

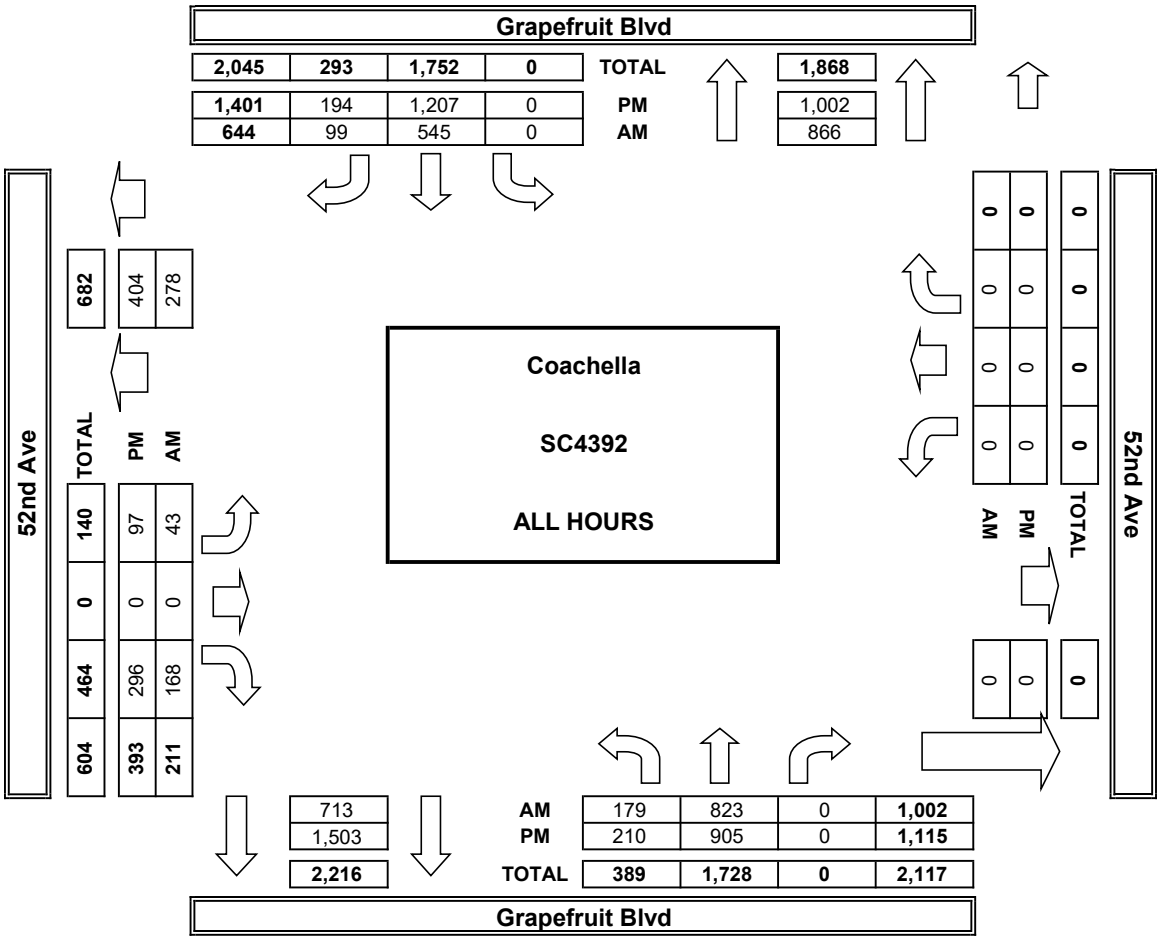
		NORTHBOUND Grapefruit Blvd			SOUTHBOUND Grapefruit Blvd			EASTBOUND 52nd Ave			WESTBOUND 52nd Ave				U-TURNS				
	LANES:	NL 2	NT 2	NR X	SL X	ST 1	SR 1	EL 2	ET X	ER 2	WL X	WT X	WR X	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	25	89	0	0	62	6	2	0	19	0	0	0	203	0	0	0	0	0
	7:15 AM	33	91	0	0	51	10	4	0	18	0	0	0	207	0	0	0	0	0
	7:30 AM	22	122	0	0	57	16	11	0	20	0	0	0	248	0	0	0	0	0
	7:45 AM	22	135	0	0	87	17	8	0	33	0	0	0	302	0	0	0	0	0
	8:00 AM	19	98	0	0	80	20	5	0	35	0	0	0	257	0	0	0	0	0
	8:15 AM	28	100	0	0	75	14	5	0	18	0	0	0	240	0	0	0	0	0
	8:30 AM	20	96	0	0	70	7	6	0	13	0	0	0	212	0	0	0	0	0
	8:45 AM	10	92	0	0	63	9	2	0	12	0	0	0	188	0	0	0	0	0
	VOLUMES	179	823	0	0	545	99	43	0	168	0	0	0	1,857	0	0	0	0	0
	APPROACH %	18%	82%	0%	0%	85%	15%	20%	0%	80%	0%	0%	0%						
	APP/DEPART	1,002	/	866	644	/	713	211	/	0	0	/	278	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	91	455	0	0	299	67	29	0	106	0	0	0	1,047					
	APPROACH %	17%	83%	0%	0%	82%	18%	21%	0%	79%	0%	0%	0%						
	PEAK HR FACTOR		0.869			0.880			0.823			0.000		0.867					
	APP/DEPART	546	/	484	366	/	405	135	/	0	0	/	158	0					
PM	4:00 PM	36	122	0	0	174	24	13	0	41	0	0	0	410	0	0	0	0	0
	4:15 PM	26	114	0	0	153	28	12	0	42	0	0	0	375	0	0	0	0	0
	4:30 PM	30	118	0	0	171	26	14	0	42	0	0	0	401	0	0	0	0	0
	4:45 PM	19	109	0	0	139	21	10	0	38	0	0	0	336	0	0	0	0	0
	5:00 PM	21	119	0	0	160	22	15	0	19	0	0	0	356	0	0	0	0	0
	5:15 PM	29	115	0	0	141	27	7	0	32	0	0	0	351	0	0	0	0	0
	5:30 PM	25	111	0	0	131	23	11	0	45	0	0	0	346	0	0	0	0	0
	5:45 PM	24	97	0	0	138	23	15	0	37	0	0	0	334	0	0	0	0	0
	VOLUMES	210	905	0	0	1,207	194	97	0	296	0	0	0	2,909	0	0	0	0	0
	APPROACH %	19%	81%	0%	0%	86%	14%	25%	0%	75%	0%	0%	0%						
	APP/DEPART	1,115	/	1,002	1,401	/	1,503	393	/	0	0	/	404	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	111	463	0	0	637	99	49	0	163	0	0	0	1,522					
	APPROACH %	19%	81%	0%	0%	87%	13%	23%	0%	77%	0%	0%	0%						
	PEAK HR FACTOR		0.908			0.929			0.946			0.000		0.928					
	APP/DEPART	574	/	512	736	/	800	212	/	0	0	/	210	0					

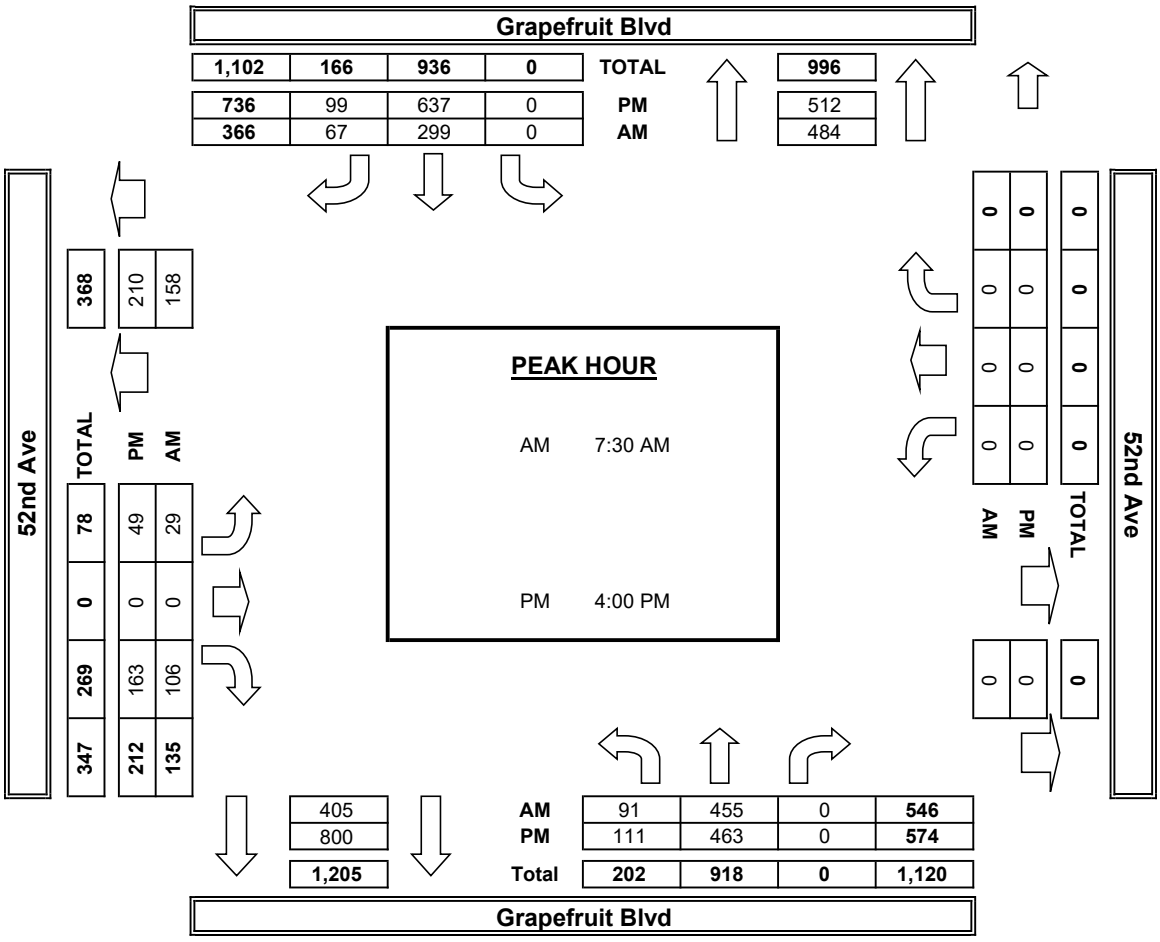


		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	1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

AimTD LLC

TURNING MOVEMENT COUNTS





Thursday, January 18, 2024 CITY: Coachella PROJECT: SC4392

ADT1 Airport Blvd between SR-86 SB Ramps and SR-86 NB Ramps. **Prepared by AimTD LLC tel. 714 253 7888**

AM Period	EB		WB			PM Period	EB		WB		
0:00	4		4			12:00	42		23		
0:15	3		2			12:15	36		29		
0:30	2		4			12:30	33		35		
0:45	2	11	3	13	24	12:45	36	147	24	111	258
1:00	2		2			13:00	61		29		
1:15	2		1			13:15	39		38		
1:30	1		5			13:30	55		48		
1:45	2	7	3	11	18	13:45	80	235	44	159	394
2:00	2		4			14:00	69		56		
2:15	4		2			14:15	60		41		
2:30	1		2			14:30	76		45		
2:45	2	9	2	10	19	14:45	104	309	71	213	522
3:00	2		1			15:00	93		47		
3:15	2		5			15:15	79		49		
3:30	15		5			15:30	68		39		
3:45	15	34	6	17	51	15:45	54	294	37	172	466
4:00	10		8			16:00	71		42		
4:15	7		6			16:15	70		42		
4:30	10		13			16:30	82		52		
4:45	25	52	20	47	99	16:45	79	302	41	177	479
5:00	26		15			17:00	87		48		
5:15	35		22			17:15	86		45		
5:30	30		29			17:30	66		34		
5:45	56	147	28	94	241	17:45	68	307	35	162	469
6:00	47		36			18:00	57		26		
6:15	66		40			18:15	64		36		
6:30	55		51			18:30	51		28		
6:45	47	215	45	172	387	18:45	43	215	27	117	332
7:00	46		41			19:00	27		21		
7:15	43		33			19:15	32		14		
7:30	53		54			19:30	19		13		
7:45	43	185	50	178	363	19:45	25	103	15	63	166
8:00	51		46			20:00	24		18		
8:15	55		37			20:15	19		15		
8:30	41		31			20:30	24		14		
8:45	43	190	25	139	329	20:45	18	85	10	57	142
9:00	38		39			21:00	21		15		
9:15	28		24			21:15	25		16		
9:30	36		31			21:30	19		12		
9:45	30	132	23	117	249	21:45	11	76	14	57	133
10:00	32		28			22:00	14		9		
10:15	53		22			22:15	14		11		
10:30	38		32			22:30	9		6		
10:45	31	154	26	108	262	22:45	8	45	7	33	78
11:00	24		25			23:00	10		4		
11:15	30		34			23:15	4		5		
11:30	34		27			23:30	6		4		
11:45	28	116	33	119	235	23:45	6	26	5	18	44
Total Vol.		1252		1025	**2277**			2144		1339	**3483**

	Daily Totals EB	WB	**Combined**
	3396	2364	**5760**

	AM			**PM**		
Split %	55.0%	45.0%	**39.5%**	61.6%	38.4%	**60.5%**
Peak Hour	5:45	7:30	**6:15**	14:30	14:00	**14:30**
Volume	224	187	**391**	352	213	**564**
P.H.F.	0.85	0.87	**0.92**	0.85	0.75	**0.81**

cs@aimtd.com Tell. 714 253 7888

Thursday, January 18, 2024 CITY: Coachella PROJECT: SC4392

ADT2 Airport Blvd between SR-86 SB Ramps and Project Dwy. **Prepared by AimTD LLC tel. 714 253 7888**

AM Period	EB		WB			PM Period	EB		WB		
0:00	5		3			12:00	45		51		
0:15	3		4			12:15	41		38		
0:30	2		4			12:30	35		44		
0:45	3	13	2	13	26	12:45	39	160	53	186	346
1:00	2		3			13:00	66		60		
1:15	1		2			13:15	43		58		
1:30	2		6			13:30	63		69		
1:45	1	6	4	15	21	13:45	85	257	72	259	516
2:00	3		2			14:00	77		81		
2:15	3		3			14:15	65		56		
2:30	2		1			14:30	88		70		
2:45	1	9	1	7	16	14:45	112	342	91	298	640
3:00	2		2			15:00	115		80		
3:15	3		4			15:15	90		72		
3:30	15		8			15:30	75		60		
3:45	16	36	11	25	61	15:45	63	343	57	269	612
4:00	10		12			16:00	80		70		
4:15	8		10			16:15	74		61		
4:30	11		27			16:30	92		70		
4:45	31	60	31	80	140	16:45	85	331	64	265	596
5:00	28		26			17:00	99		62		
5:15	40		32			17:15	98		77		
5:30	31		44			17:30	83		50		
5:45	59	158	58	160	318	17:45	73	353	54	243	596
6:00	53		75			18:00	65		37		
6:15	69		89			18:15	68		49		
6:30	57		98			18:30	58		43		
6:45	51	230	112	374	604	18:45	46	237	37	166	403
7:00	49		86			19:00	31		28		
7:15	52		74			19:15	35		22		
7:30	56		102			19:30	24		19		
7:45	48	205	116	378	583	19:45	28	118	21	90	208
8:00	52		105			20:00	25		25		
8:15	58		72			20:15	21		23		
8:30	39		62			20:30	27		18		
8:45	45	194	59	298	492	20:45	19	92	13	79	171
9:00	41		60			21:00	23		22		
9:15	25		51			21:15	31		24		
9:30	35		46			21:30	26		17		
9:45	34	135	34	191	326	21:45	12	92	19	82	174
10:00	29		57			22:00	16		14		
10:15	56		29			22:15	15		12		
10:30	36		33			22:30	10		7		
10:45	32	153	46	165	318	22:45	9	50	11	44	94
11:00	28		50			23:00	11		6		
11:15	29		41			23:15	4		8		
11:30	38		37			23:30	7		7		
11:45	32	127	43	171	298	23:45	7	29	6	27	56
Total Vol.		1326		1877	**3203**		2404		2008		**4412**

	Daily Totals EB	WB	**Combined**
	3730	3885	**7615**

	AM			**PM**		
Split %	41.4%	58.6%	**42.1%**	54.5%	45.5%	**57.9%**
Peak Hour	5:45	7:15	**6:15**	14:30	14:30	**14:30**
Volume	238	397	**611**	405	313	**718**
P.H.F.	0.86	0.86	**0.94**	0.88	0.86	**0.88**

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Thursday, January 18, 2024 CITY: Coachella PROJECT: SC4392

ADT3 Airport Blvd between Project Dwy and Palm St.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	EB		WB			PM Period	EB		WB		
0:00	6		3			12:00	44		58		
0:15	3		6			12:15	48		45		
0:30	1		5			12:30	42		36		
0:45	3	13	1	15	28	12:45	49	183	49	188	371
1:00	3		2			13:00	61		63		
1:15	1		3			13:15	50		62		
1:30	1		5			13:30	65		74		
1:45	2	7	4	14	21	13:45	73	249	67	266	515
2:00	3		3			14:00	75		67		
2:15	4		4			14:15	67		71		
2:30	1		0			14:30	94		74		
2:45	1	9	0	7	16	14:45	98	334	84	296	630
3:00	1		3			15:00	107		78		
3:15	4		2			15:15	97		73		
3:30	17		9			15:30	81		63		
3:45	14	36	12	26	62	15:45	71	356	58	272	628
4:00	9		13			16:00	95		72		
4:15	9		9			16:15	101		45		
4:30	10		25			16:30	108		73		
4:45	33	61	33	80	141	16:45	74	378	80	270	648
5:00	27		26			17:00	83		76		
5:15	43		27			17:15	96		60		
5:30	28		49			17:30	72		71		
5:45	63	161	62	164	325	17:45	70	321	50	257	578
6:00	52		71			18:00	59		41		
6:15	75		91			18:15	63		52		
6:30	59		100			18:30	59		40		
6:45	52	238	119	381	619	18:45	48	229	30	163	392
7:00	54		111			19:00	30		27		
7:15	52		69			19:15	41		27		
7:30	44		106			19:30	29		21		
7:45	65	215	106	392	607	19:45	34	134	25	100	234
8:00	48		116			20:00	26		31		
8:15	61		70			20:15	19		18		
8:30	46		54			20:30	27		19		
8:45	43	198	58	298	496	20:45	26	98	14	82	180
9:00	34		52			21:00	21		20		
9:15	24		57			21:15	28		24		
9:30	37		51			21:30	25		15		
9:45	32	127	37	197	324	21:45	14	88	18	77	165
10:00	36		53			22:00	16		13		
10:15	49		33			22:15	14		11		
10:30	34		39			22:30	12		11		
10:45	28	147	39	164	311	22:45	10	52	12	47	99
11:00	37		46			23:00	10		6		
11:15	33		47			23:15	3		9		
11:30	37		43			23:30	9		8		
11:45	42	149	43	179	328	23:45	7	29	8	31	60
Total Vol.		1361		1917	**3278**			2451		2049	**4500**

Daily Totals	EB	WB	**Combined**
	3812	3966	**7778**

	AM			**PM**		
Split %	41.5%	58.5%	**42.1%**	54.5%	45.5%	**57.9%**
Peak Hour	5:45	6:15	**6:15**	14:30	14:30	**14:30**
Volume	249	421	**661**	396	309	**705**
P.H.F.	0.83	0.88	**0.97**	0.93	0.92	**0.95**

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Thursday, January 18, 2024 CITY: Coachella PROJECT: SC4392

ADT4 Airport Blvd between Palm St and Polk St. **Prepared by AimTD LLC tel. 714 253 7888**

AM Period	EB		WB			PM Period	EB		WB		
0:00	8		3			12:00	42		46		
0:15	2		8			12:15	51		43		
0:30	1		6			12:30	34		34		
0:45	2	13	1	18	31	12:45	39	166	38	161	327
1:00	2		1			13:00	52		50		
1:15	1		3			13:15	46		60		
1:30	0		3			13:30	62		55		
1:45	2	5	3	10	15	13:45	63	223	59	224	447
2:00	2		2			14:00	67		55		
2:15	4		4			14:15	62		63		
2:30	1		0			14:30	93		70		
2:45	1	8	0	6	14	14:45	96	318	71	259	577
3:00	1		3			15:00	98		72		
3:15	3		4			15:15	89		68		
3:30	10		9			15:30	85		62		
3:45	9	23	11	27	50	15:45	58	330	54	256	586
4:00	7		12			16:00	87		60		
4:15	5		9			16:15	83		38		
4:30	10		24			16:30	99		68		
4:45	23	45	30	75	120	16:45	73	342	65	231	573
5:00	18		25			17:00	71		67		
5:15	29		29			17:15	78		47		
5:30	19		49			17:30	62		66		
5:45	54	120	57	160	280	17:45	59	270	43	223	493
6:00	46		64			18:00	47		46		
6:15	61		84			18:15	49		48		
6:30	46		105			18:30	50		27		
6:45	44	197	121	374	571	18:45	33	179	22	143	322
7:00	48		99			19:00	23		24		
7:15	47		62			19:15	33		28		
7:30	41		110			19:30	14		16		
7:45	53	189	109	380	569	19:45	27	97	17	85	182
8:00	41		115			20:00	15		25		
8:15	49		69			20:15	16		14		
8:30	44		53			20:30	23		18		
8:45	43	177	61	298	475	20:45	21	75	15	72	147
9:00	35		43			21:00	15		17		
9:15	23		54			21:15	25		19		
9:30	33		48			21:30	19		12		
9:45	25	116	31	176	292	21:45	11	70	17	65	135
10:00	36		45			22:00	14		16		
10:15	47		31			22:15	12		10		
10:30	33		27			22:30	11		11		
10:45	26	142	34	137	279	22:45	4	41	11	48	89
11:00	32		36			23:00	8		5		
11:15	30		44			23:15	3		8		
11:30	35		40			23:30	5		9		
11:45	34	131	36	156	287	23:45	6	22	7	29	51
Total Vol.		1166		1817	**2983**		2133		1796		**3929**

Daily Totals	EB	WB	**Combined**
	3299	3613	**6912**

	AM			**PM**		
Split %	39.1%	60.9%	**43.2%**	54.3%	45.7%	**56.8%**
Peak Hour	5:45	6:15	**6:15**	14:30	14:30	**14:30**
Volume	207	409	**608**	376	281	**657**
P.H.F.	0.85	0.85	**0.92**	0.96	0.98	**0.97**

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Thursday, January 18, 2024 CITY: Coachella PROJECT: SC4392

ADT5 Grapefruit Blvd between Palm St and Ave 54. **Prepared by AimTD LLC tel. 714 253 7888**

AM Period	NB		SB			PM Period	NB		SB		
0:00	8		16			12:00	78		81		
0:15	5		13			12:15	79		75		
0:30	3		6			12:30	77		70		
0:45	1	17	4	39	56	12:45	68	302	70	296	598
1:00	5		4			13:00	70		88		
1:15	2		5			13:15	86		102		
1:30	3		4			13:30	96		95		
1:45	3	13	2	15	28	13:45	84	336	92	377	713
2:00	1		2			14:00	98		114		
2:15	1		3			14:15	119		95		
2:30	5		4			14:30	110		121		
2:45	1	8	1	10	18	14:45	123	450	120	450	900
3:00	6		2			15:00	139		127		
3:15	1		2			15:15	143		124		
3:30	10		11			15:30	117		143		
3:45	11	28	15	30	58	15:45	115	514	152	546	1060
4:00	10		11			16:00	109		162		
4:15	21		10			16:15	85		154		
4:30	24		11			16:30	108		159		
4:45	46	101	24	56	157	16:45	93	395	130	605	1000
5:00	30		39			17:00	106		147		
5:15	38		57			17:15	94		121		
5:30	65		73			17:30	96		133		
5:45	70	203	90	259	462	17:45	87	383	127	528	911
6:00	76		89			18:00	63		126		
6:15	81		71			18:15	56		109		
6:30	90		69			18:30	65		74		
6:45	88	335	79	308	643	18:45	40	224	84	393	617
7:00	74		48			19:00	57		65		
7:15	78		40			19:15	43		71		
7:30	108		47			19:30	19		69		
7:45	97	357	95	230	587	19:45	29	148	52	257	405
8:00	110		92			20:00	32		68		
8:15	96		64			20:15	22		61		
8:30	86		48			20:30	24		48		
8:45	66	358	54	258	616	20:45	25	103	44	221	324
9:00	62		46			21:00	16		53		
9:15	46		50			21:15	25		37		
9:30	64		59			21:30	28		43		
9:45	59	231	53	208	439	21:45	17	86	32	165	251
10:00	60		42			22:00	14		33		
10:15	69		41			22:15	7		30		
10:30	56		43			22:30	8		28		
10:45	51	236	51	177	413	22:45	7	36	18	109	145
11:00	65		68			23:00	6		18		
11:15	71		57			23:15	8		18		
11:30	72		53			23:30	4		13		
11:45	70	278	67	245	523	23:45	5	23	8	57	80
Total Vol.		2165		1835	**4000**			3000		4004	**7004**

Daily Totals

NB	SB	**Combined**
5165	5839	**11004**

	AM			**PM**		
Split %	54.1%	45.9%	**36.4%**	42.8%	57.2%	**63.6%**
Peak Hour	7:30	5:30	**7:30**	14:45	15:45	**15:15**
Volume	411	323	**709**	522	627	**1065**
P.H.F.	0.93	0.90	**0.88**	0.96	0.97	**0.98**

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Thursday, January 18, 2024 CITY: Coachella PROJECT: SC4392

ADT6 Grapefruit Blvd between Avenue 54 and Tyler St.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	NB		SB			PM Period	NB		SB		
0:00	15		13			12:00	81		68		
0:15	9		4			12:15	70		62		
0:30	0		3			12:30	87		70		
0:45	2	26	5	25	51	12:45	57	295	72	272	567
1:00	6		4			13:00	71		86		
1:15	0		2			13:15	76		86		
1:30	2		2			13:30	79		81		
1:45	2	10	2	10	20	13:45	75	301	89	342	643
2:00	1		1			14:00	83		93		
2:15	2		2			14:15	93		87		
2:30	3		2			14:30	99		104		
2:45	1	7	2	7	14	14:45	104	379	93	377	756
3:00	5		3			15:00	109		112		
3:15	1		5			15:15	118		114		
3:30	4		10			15:30	109		109		
3:45	5	15	15	33	48	15:45	104	440	129	464	904
4:00	11		6			16:00	107		130		
4:15	10		9			16:15	96		125		
4:30	11		11			16:30	94		138		
4:45	25	57	24	50	107	16:45	84	381	112	505	886
5:00	21		31			17:00	98		125		
5:15	30		56			17:15	98		103		
5:30	32		78			17:30	79		111		
5:45	41	124	93	258	382	17:45	77	352	107	446	798
6:00	49		80			18:00	71		105		
6:15	60		65			18:15	51		85		
6:30	63		67			18:30	57		71		
6:45	65	237	75	287	524	18:45	46	225	70	331	556
7:00	59		40			19:00	50		57		
7:15	66		43			19:15	38		54		
7:30	80		51			19:30	19		59		
7:45	95	300	91	225	525	19:45	26	133	56	226	359
8:00	80		82			20:00	27		58		
8:15	93		58			20:15	12		39		
8:30	78		54			20:30	27		47		
8:45	66	317	49	243	560	20:45	18	84	38	182	266
9:00	54		40			21:00	11		45		
9:15	50		62			21:15	20		30		
9:30	54		56			21:30	24		30		
9:45	38	196	47	205	401	21:45	19	74	31	136	210
10:00	48		45			22:00	20		26		
10:15	59		35			22:15	5		26		
10:30	55		34			22:30	8		18		
10:45	53	215	51	165	380	22:45	6	39	13	83	122
11:00	54		63			23:00	7		13		
11:15	72		64			23:15	4		14		
11:30	61		48			23:30	4		8		
11:45	61	248	68	243	491	23:45	4	19	5	40	59
Total Vol.	1752		1751		**3503**		2722		3404		**6126**

Daily Totals

NB	SB	**Combined**
4474	5155	**9629**

	AM			**PM**		
Split %	50.0%	50.0%	**36.4%**	44.4%	55.6%	**63.6%**
Peak Hour	7:30	5:30	**7:45**	14:45	15:45	**15:45**
Volume	348	316	**631**	440	522	**923**
P.H.F.	0.92	0.85	**0.85**	0.95	0.95	**0.97**

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Thursday, January 18, 2024 CITY: Coachella PROJECT: SC4392

ADT7 Grapefruit Blvd between Tyler St and 52nd Ave.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	NB		SB			PM Period	NB		SB		
0:00	19		21			12:00	108		89		
0:15	9		10			12:15	99		92		
0:30	0		4			12:30	106		100		
0:45	5	33	4	39	72	12:45	82	395	105	386	781
1:00	8		5			13:00	92		125		
1:15	0		5			13:15	108		115		
1:30	5		4			13:30	121		105		
1:45	6	19	6	20	39	13:45	116	437	124	469	906
2:00	6		3			14:00	119		132		
2:15	3		4			14:15	137		123		
2:30	14		6			14:30	156		158		
2:45	4	27	16	29	56	14:45	141	553	153	566	1119
3:00	9		6			15:00	144		179		
3:15	3		11			15:15	163		186		
3:30	8		14			15:30	157		190		
3:45	12	32	29	60	92	15:45	166	630	220	775	1405
4:00	17		7			16:00	164		218		
4:15	17		8			16:15	140		200		
4:30	20		19			16:30	146		214		
4:45	38	92	29	63	155	16:45	126	576	165	797	1373
5:00	39		38			17:00	141		184		
5:15	56		63			17:15	143		168		
5:30	52		93			17:30	136		174		
5:45	80	227	118	312	539	17:45	122	542	176	702	1244
6:00	86		97			18:00	115		164		
6:15	95		89			18:15	77		136		
6:30	117		100			18:30	90		111		
6:45	116	414	123	409	823	18:45	73	355	107	518	873
7:00	117		83			19:00	84		92		
7:15	123		67			19:15	49		87		
7:30	147		74			19:30	38		95		
7:45	160	547	122	346	893	19:45	41	212	83	357	569
8:00	113		116			20:00	40		83		
8:15	127		93			20:15	31		75		
8:30	120		84			20:30	32		73		
8:45	97	457	73	366	823	20:45	31	134	55	286	420
9:00	76		64			21:00	14		71		
9:15	79		82			21:15	31		48		
9:30	71		74			21:30	31		45		
9:45	63	289	84	304	593	21:45	25	101	48	212	313
10:00	69		73			22:00	28		32		
10:15	88		55			22:15	9		38		
10:30	79		55			22:30	16		33		
10:45	77	313	74	257	570	22:45	10	63	26	129	192
11:00	72		86			23:00	9		22		
11:15	100		92			23:15	6		22		
11:30	91		61			23:30	10		19		
11:45	92	355	107	346	701	23:45	9	34	8	71	105
Total Vol.		2805		2551	**5356**			4032		5268	**9300**

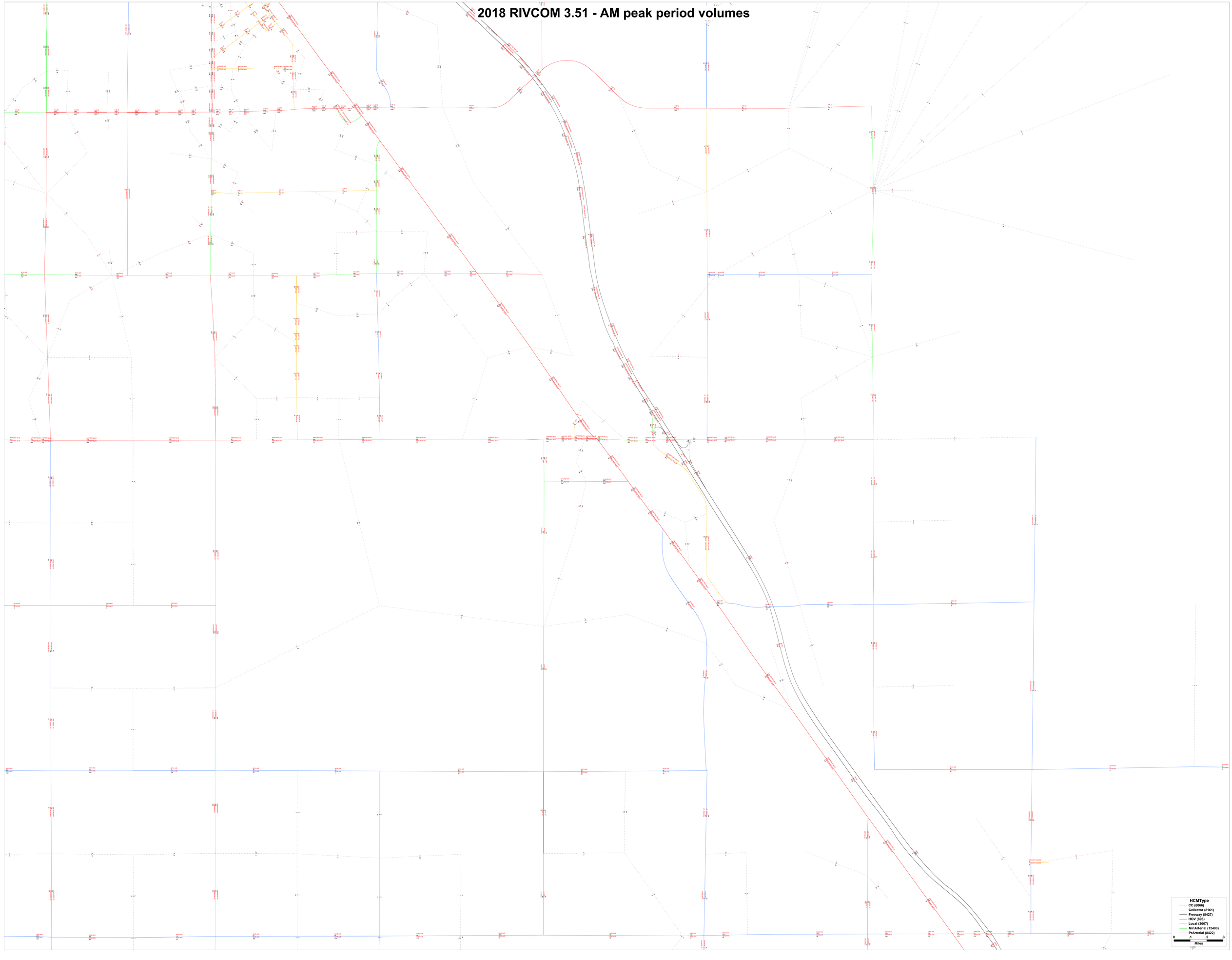
Daily Totals

NB	SB	**Combined**
6837	7819	**14656**

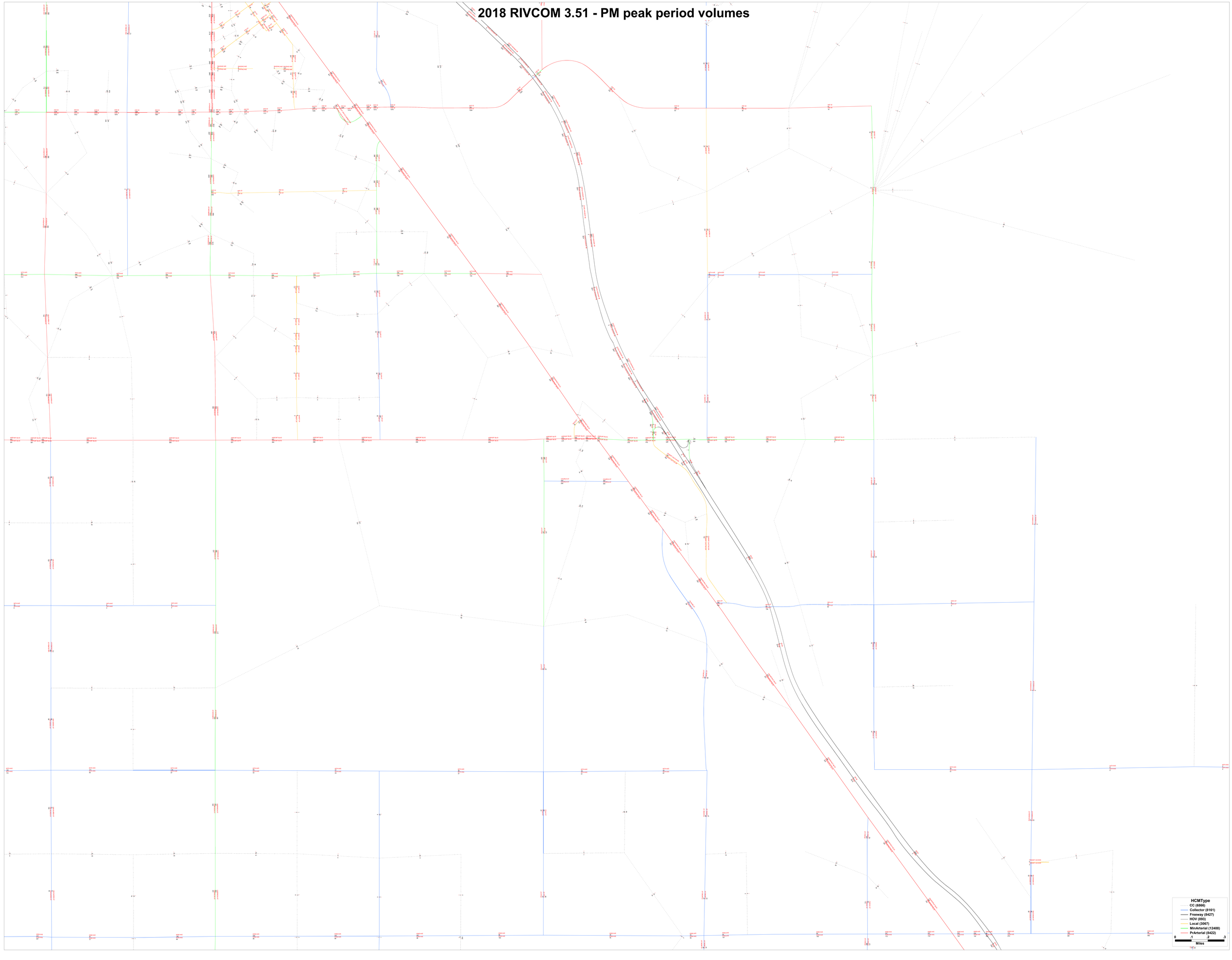
	AM			**PM**		
Split %	52.4%	47.6%	**36.5%**	43.4%	56.6%	**63.5%**
Peak Hour	7:00	7:45	**7:30**	15:15	15:45	**15:45**
Volume	547	415	**952**	650	852	**1468**
P.H.F.	0.85	0.85	**0.84**	0.98	0.97	**0.95**

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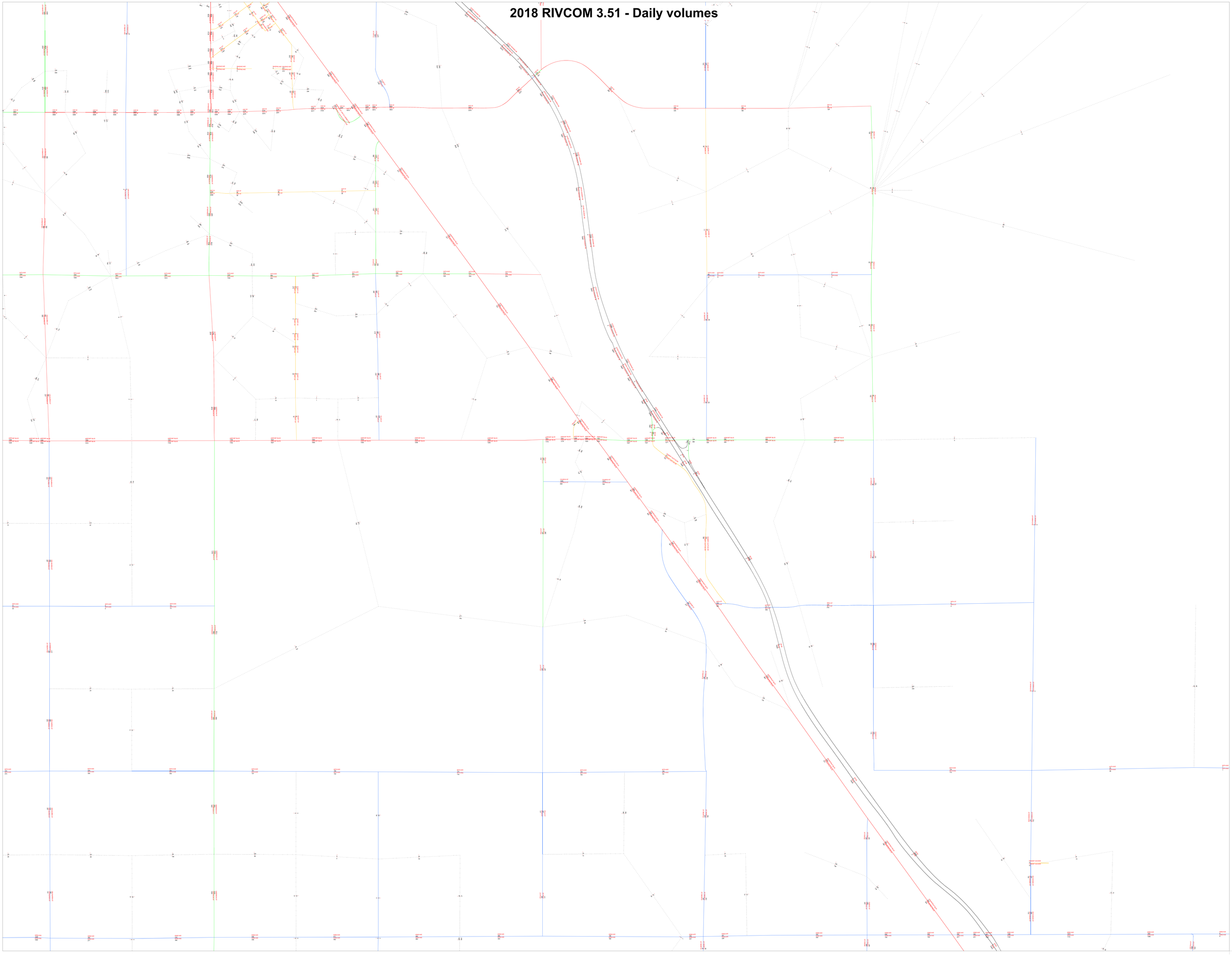
2018 RIVCOM 3.51 - AM peak period volumes



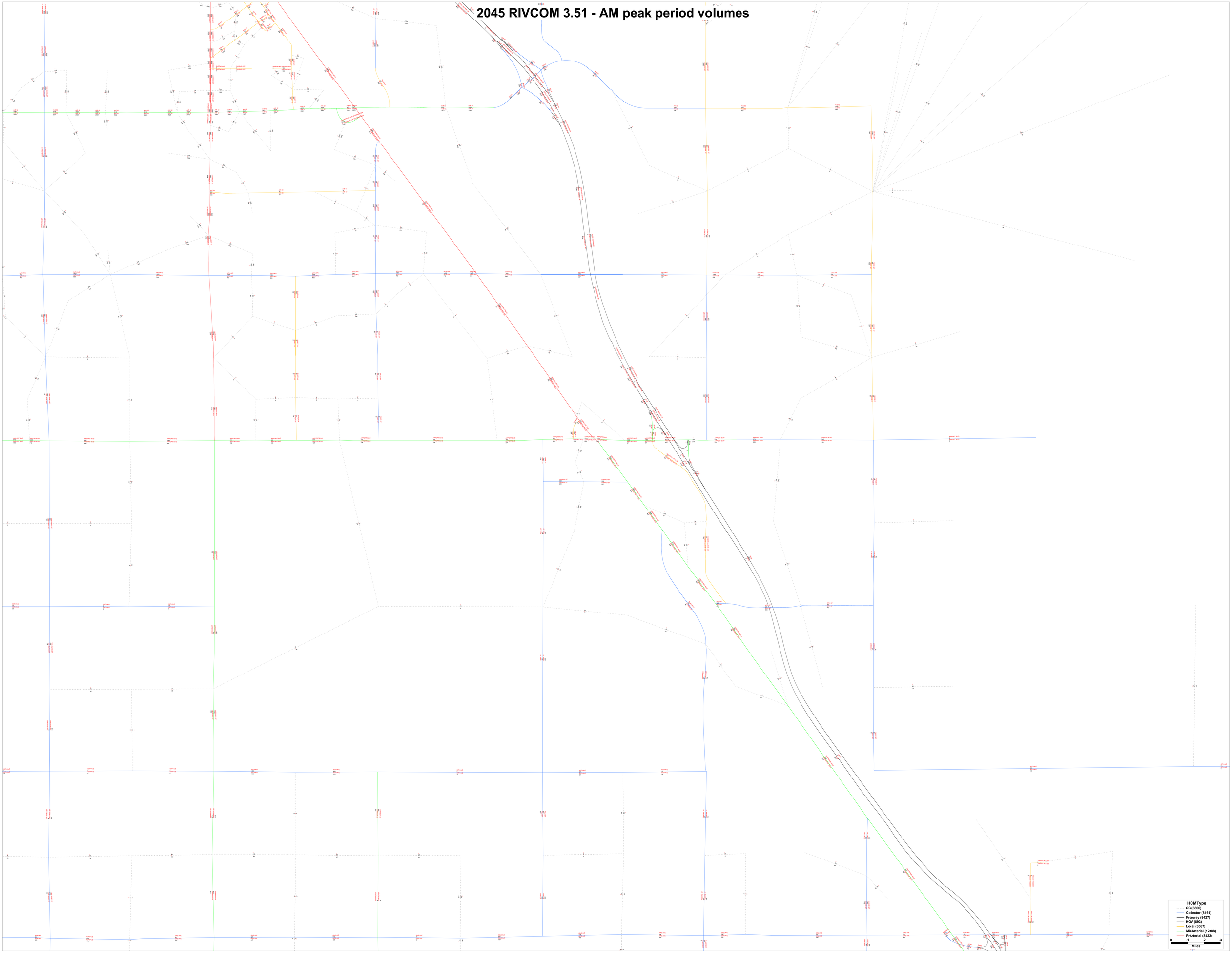
2018 RIVCOM 3.51 - PM peak period volumes



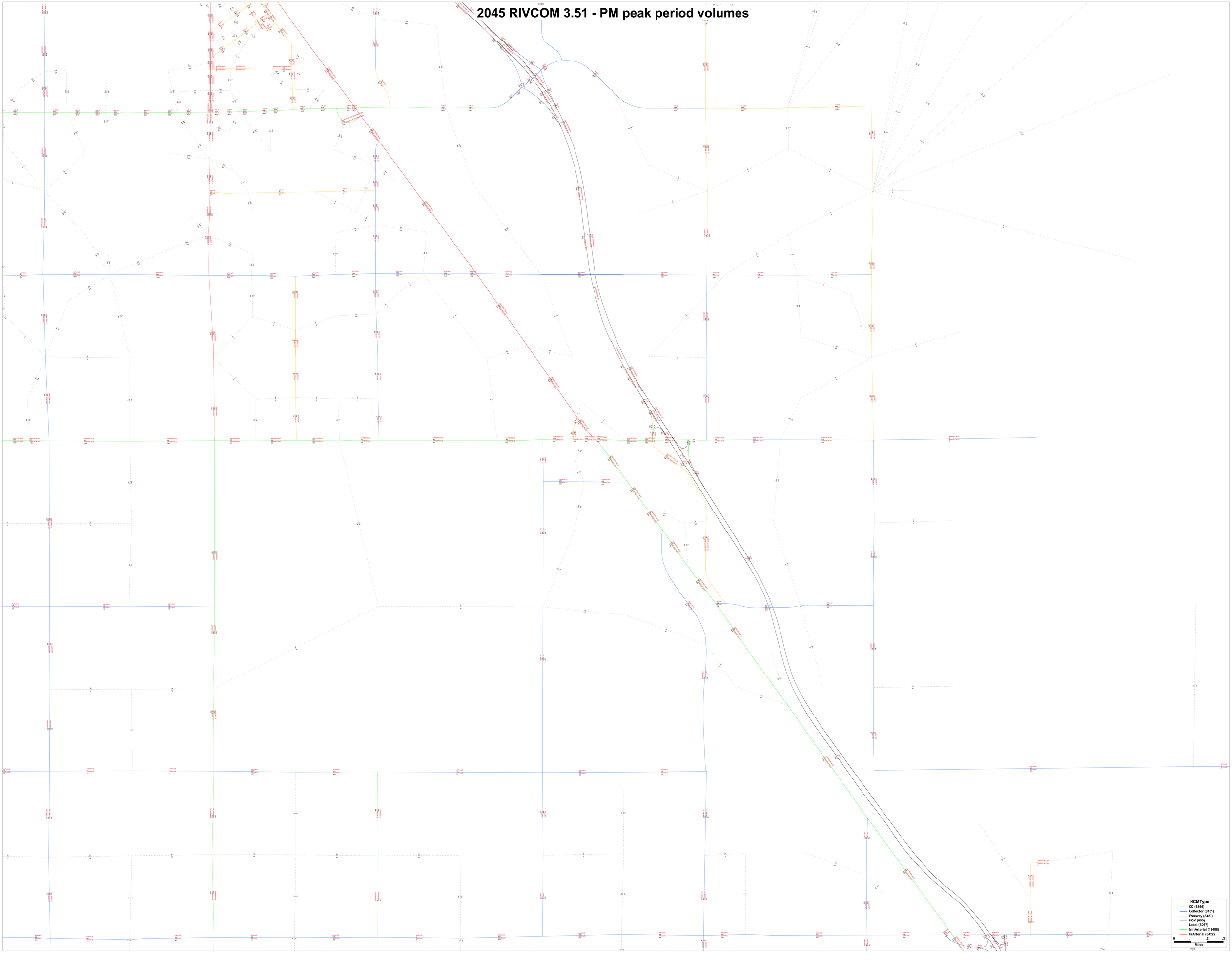
2018 RIVCOM 3.51 - Daily volumes



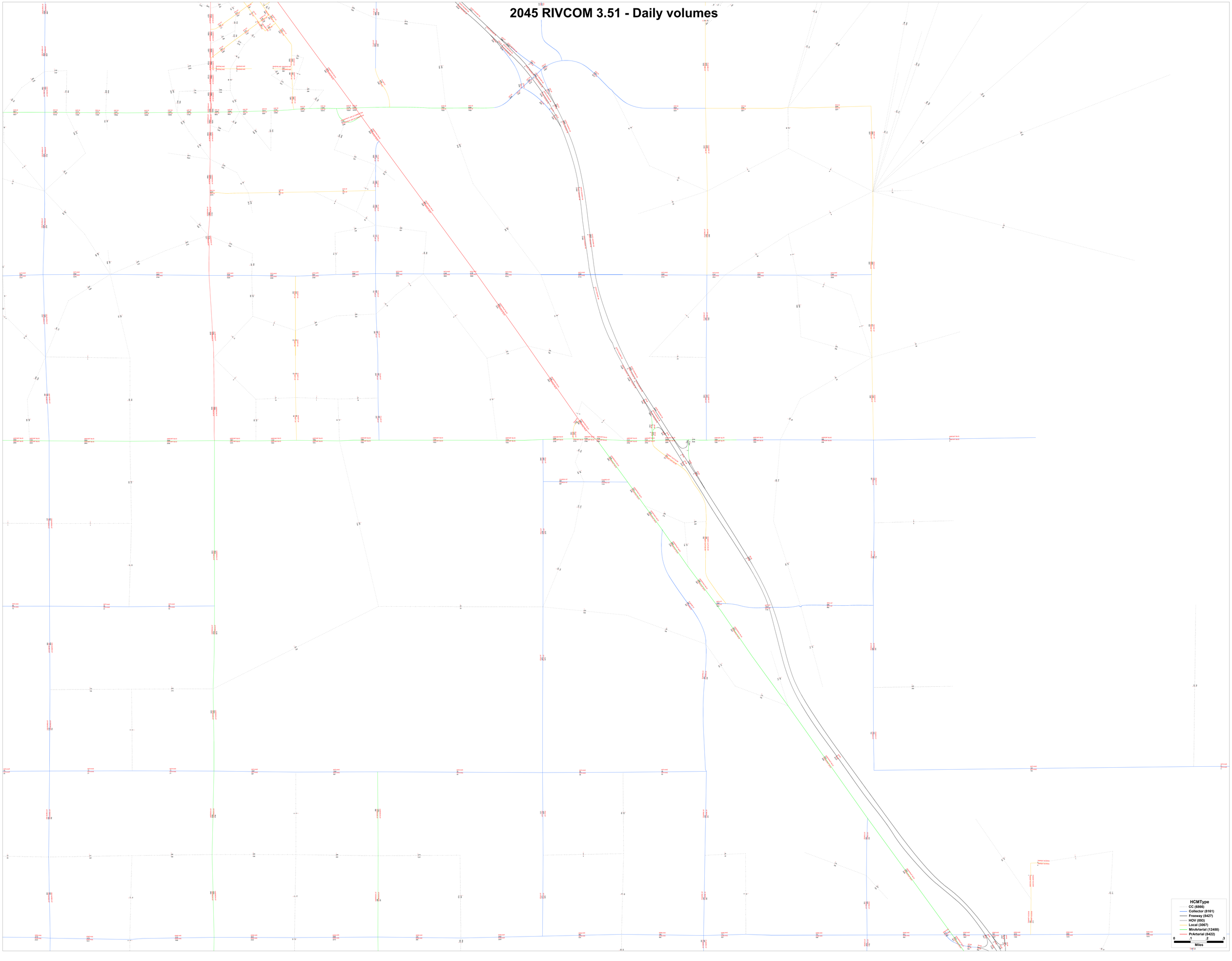
2045 RIVCOM 3.51 - AM peak period volumes



2045 RIVCOM 3.51 - PM peak period volumes



2045 RIVCOM 3.51 - Daily volumes



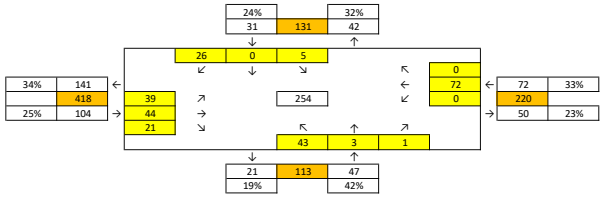
AM Peak Hour Growth

Intersection	Leg	RIVCOM 2018	RIVCOM 2045	RIVCOM 2018 to RIVCOM 2045 Annual Growth Rate	2024 Count	2027 Developed	2030 Developed	2033 Developed	2045 Developed
1	E	272	798	7.16%	220	268	315	362	551
	S	-	-	11.28%	113	152	190	228	381
	W	301	1437	13.98%	418	594	769	944	1437
	N	32	718	79.40%	131	444	756	1068	1068
2	E	301	1437	13.98%	417	592	767	942	1437
	S	532	1415	6.15%	474	562	649	737	1086
	W	445	1923	12.30%	689	944	1198	1452	1923
	N	-	-	N/A	-	-	-	-	-
3	E	445	1923	12.30%	692	948	1203	1459	1923
	S	265	351	1.20%	140	146	151	156	176
	W	734	2301	7.91%	1075	1330	1585	1840	2301
	N	648	1233	3.34%	489	539	588	637	833
4	E	797	2297	6.97%	1103	1334	1565	1795	2297
	S	-	-	N/A	-	-	-	-	-
	W	612	1834	7.40%	1044	1276	1508	1739	1834
	N	185	701	10.33%	337	442	546	651	701
5	E	612	1834	7.40%	1045	1277	1509	1741	1834
	S	542	1618	7.35%	1028	1255	1482	1709	1709
	W	773	984	1.01%	1013	1044	1075	1106	1106
	N	-	-	N/A	-	-	-	-	-
6	E	-	-	N/A	-	-	-	-	-
	S	322	1709	15.95%	1072	1586	2099	2612	2612
	W	185	697	10.25%	345	452	558	664	697
	N	449	2384	15.96%	1203	1780	2356	2932	2932
7	E	156	2329	51.59%	289	737	1184	1631	2329
	S	505	2438	14.18%	1182	1685	2188	2691	2691
	W	244	2123	28.52%	378	702	1025	1349	2123
	N	326	2388	23.43%	1063	1811	2558	3305	3305
8	E	-	-	N/A	-	-	-	-	-
	S	326	2388	23.43%	1085	1848	2611	3373	3373
	W	503	864	2.66%	679	734	788	842	864
	N	827	3218	10.71%	1716	2268	2819	3370	3370
9	E	-	-	N/A	-	-	-	-	-
	S	827	3218	10.71%	1715	2266	2817	3368	3368
	W	1027	2261	4.45%	489	555	620	685	946
	N	959	2683	6.66%	1510	1812	2114	2415	2683

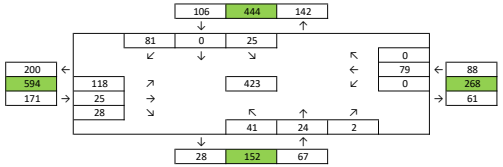
Intersection	Approach	RIVCOM 2018	RIVCOM 2045	RIVCOM 2018 to RIVCOM 2045 Annual Growth Rate	2024 Count	2027 Developed	2030 Developed	2033 Developed	2045 Developed
1	E	364	879	5.24%	302	350	397	445	635
	S	-	-	11.37%	181	243	305	367	614
	W	392	1596	11.38%	573	769	965	1160	1596
	N	32	822	91.44%	164	614	1064	1514	1514
2	E	392	1596	11.38%	577	774	971	1168	1596
	S	596	1447	5.29%	568	659	749	839	1199
	W	650	2081	8.15%	951	1184	1417	1649	2081
	N	-	-	N/A	-	-	-	-	-
3	E	650	2081	8.15%	948	1180	1412	1644	2081
	S	346	391	0.48%	180	183	186	188	199
	W	866	2470	6.86%	1192	1438	1683	1928	2470
	N	878	1547	2.82%	426	463	499	535	679
4	E	904	2420	6.21%	1226	1455	1683	1912	2420
	S	-	-	N/A	-	-	-	-	-
	W	693	2027	7.13%	1066	1295	1523	1751	2027
	N	211	792	10.20%	516	674	832	990	990
5	E	693	2027	7.13%	1071	1301	1530	1759	2027
	S	536	1938	9.69%	860	1110	1360	1610	1938
	W	797	1004	0.96%	1079	1111	1142	1173	1173
	N	-	-	N/A	-	-	-	-	-
6	E	-	-	N/A	-	-	-	-	-
	S	360	1940	16.26%	1653	2460	3266	4072	4072
	W	211	786	10.09%	522	681	839	997	997
	N	503	2713	16.27%	1911	2844	3777	4710	4710
7	E	197	2887	50.57%	398	1002	1606	2210	2887
	S	588	2775	13.78%	1900	2686	3471	4256	4256
	W	308	2558	27.06%	477	865	1252	1639	2558
	N	361	2774	24.76%	1645	2867	4089	5311	5311
8	E	-	-	N/A	-	-	-	-	-
	S	361	2774	24.76%	1684	2935	4186	5437	5437
	W	696	1000	1.62%	983	1031	1079	1127	1127
	N	1056	3729	9.38%	2617	3354	4090	4826	4826
9	E	-	-	N/A	-	-	-	-	-
	S	1056	3729	9.38%	2618	3355	4091	4827	4827
	W	1407	2710	3.43%	797	880	962	1044	1372
	N	1173	2991	5.74%	2403	2817	3231	3645	3645

Roadway Segment	RIVCOM 2018	RIVCOM 2045	RIVCOM 2018 to RIVCOM 2045 Annual Growth Rate	2024 Count	2027 Developed	2030 Developed	2033 Developed	2045 Developed
Airport Boulevard								
SR-86 NB Ramps to SR-86 SB Ramps	1948	6866	9.35%	5760	7376	8992	10608	10608
SR-86 SB Ramps to Project Driveway	2821	7921	6.70%	7615	9145	10675	12204	12204
Project Driveway to Palm Street	2956	7912	6.21%	7778	9227	10676	12125	12125
Palm Street to Polk Street	2230	6439	6.99%	6912	8362	9812	11261	11261
Grapefruit Boulevard								
Palm St to Ave 54	1949	8940	13.29%	11004	15390	19776	24161	24161
Ave 54 to Tyler St	1191	8749	23.50%	9629	16419	23208	29998	29998
Tyler St to Sunset Dr	3300	11807	9.55%	14656	18854	23052	27250	27250

Scenario: 2024
N/S Street: Filmore St
E/W Street: Airport Blvd
Intersection #: 1



Scenario: 2027
N/S Street: Filmore St
E/W Street: Airport Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		61	142	200	28
		50	42	141	21
88	72	5	0	72	0
105	31	5	0	26	0
148	104	44	39	0	21
63	47	1	3	43	0

First Row Iteration

	87	59	234	30	% diff
88	6	0	88	0	43%
105	17	0	88	0	-58%
148	63	55	0	30	17%
63	1	4	58	0	6%

First Column Iteration

	61	142	200	28	% diff
79	4	0	75	0	-9%
87	12	0	76	0	-17%
205	44	133	0	28	39%
60	1	10	50	0	-5%

Second Row Iteration

	52	106	226	20	% diff
88	5	0	83	0	-15.3%
105	14	0	91	0	-25.6%
148	32	96	0	20	12.7%
63	1	10	52	0	-27.8%

Second Column Iteration

	61	142	200	28	% diff
79	6	0	74	0	-9.7%
97	17	0	81	0	-7.3%
194	37	129	0	28	31.5%
61	1	14	46	0	-3.5%

Third Row Iteration

	54	112	216	21	% diff
88	6	0	82	0	-11.4%
105	18	0	87	0	-21.3%
148	28	98	0	21	8.0%
63	1	14	48	0	-23.9%

Third Column Iteration

	61	142	200	28	% diff
82	7	0	76	0	-6.0%
101	21	0	80	0	-3.9%
185	32	124	0	28	25.0%
64	1	18	44	0	0.7%

Fourth Row Iteration

	56	117	208	23	% diff
88	7	0	80	0	-8.5%
105	21	0	84	0	-17.6%
148	26	100	0	23	3.8%
63	1	18	44	0	-20.0%

Fourth Column Iteration

	61	142	200	28	% diff
85	8	0	77	0	-2.6%
104	23	0	81	0	-1.1%
177	28	121	0	28	19.8%
66	1	22	42	0	3.6%

Fifth Row Iteration

	57	122	202	24	% diff
88	8	0	79	0	-6.9%
105	24	0	81	0	-14.5%
148	23	101	0	24	0.7%
63	1	21	41	0	-16.5%

Fifth Column Iteration

	61	142	200	28	% diff
88	9	0	79	0	0.0%
106	25	0	81	0	1.1%
171	25	118	0	28	15.9%
67	2	24	41	0	5.3%

Sixth Row Iteration

	57	125	197	24	% diff
88	9	0	79	0	-6.3%
105	25	0	80	0	-12.2%
148	22	102	0	24	-1.5%
63	1	23	39	0	-13.7%

Sixth Column Iteration

	61	142	200	28	% diff
89	10	0	80	0	2.0%
108	27	0	81	0	2.7%
167	23	116	0	28	13.2%
67	2	26	39	0	6.2%

Seventh Row Iteration

	57	127	194	25	% diff
88	9	0	78	0	-6.1%
105	26	0	79	0	-10.6%
148	20	102	0	25	-3.0%
63	1	25	37	0	-11.7%

Seventh Column Iteration

	61	142	200	28	% diff
91	10	0	81	0	3.5%
109	28	0	82	0	3.9%
165	22	115	0	28	11.3%
67	2	28	38	0	6.6%

Eighth Row Iteration

	57	129	192	25	% diff
88	10	0	78	0	-6.1%
105	27	0	78	0	-9.4%
148	20	103	0	25	-4.1%
63	1	26	36	0	-10.2%

Eighth Column Iteration

	61	142	200	28	% diff
92	10	0	81	0	4.5%
110	28	0	82	0	4.8%
163	21	114	0	28	10.0%
68	2	29	37	0	6.8%

Ninth Row Iteration

	57	130	191	26	% diff
88	10	0	78	0	-6.1%
105	27	0	78	0	-8.6%
148	19	103	0	26	-4.8%
63	1	27	35	0	-9.1%

Ninth Column Iteration

	61	142	200	28	% diff
92	10	0	82	0	5.2%
111	29	0	82	0	5.4%
161	20	113	0	28	9.1%
68	2	29	37	0	6.9%

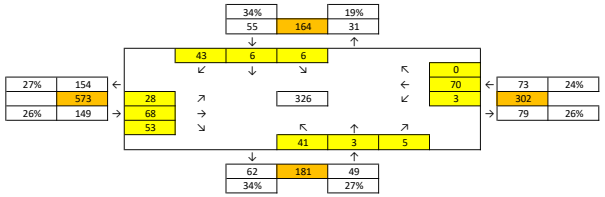
Tenth Row Iteration

	57	131	190	26	% diff
88	10	0	78	0	-6.2%
105	27	0	78	0	-8.0%
148	18	103	0	26	-5.3%
63	1	28	34	0	-8.3%

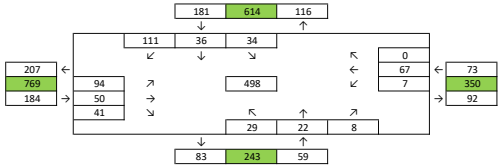
Tenth Column Iteration

	61	142	200	28	% diff
93	11	0	82	0	5.7%
111	29	0	82	0	5.9%
160	20	112	0	28	8.5%
68	2	30	36	0	7.0%

Scenario: 2024
N/S Street: Filmore St
E/W Street: Airport Blvd
Intersection #: 1



Scenario: 2027
N/S Street: Filmore St
E/W Street: Airport Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		92	116	207	83
		79	31	154	62
85	73	0	0	70	3
206	55	6	0	43	6
200	149	68	28	0	53
66	49	5	3	41	0

First Row Iteration

						% diff
		120	42	297	97	
85	73	0	0	81	3	32%
206	55	22	0	161	22	-64%
200	149	91	38	0	71	44%
66	49	7	4	55	0	17%

First Column Iteration

						% diff
		92	116	207	83	
59	43	0	0	56	3	-30%
148	68	17	0	112	19	-28%
235	79	69	105	0	61	18%
55	41	5	11	38	0	-17%

Second Row Iteration

						% diff
		89	103	282	83	
85	73	0	0	80	4	-3.0%
206	55	24	0	155	27	-11.6%
200	149	59	89	0	52	36.4%
66	49	6	14	46	0	-0.5%

Second Column Iteration

						% diff
		92	116	207	83	
63	43	0	0	59	4	-25.3%
165	68	24	0	114	27	-19.7%
214	79	61	101	0	52	6.8%
55	41	6	15	34	0	-15.7%

Third Row Iteration

						% diff
		95	112	261	88	
85	73	0	0	79	6	3.6%
206	55	30	0	142	33	-3.1%
200	149	57	94	0	49	26.3%
66	49	8	18	40	0	5.7%

Third Column Iteration

						% diff
		92	116	207	83	
68	43	0	0	62	5	-19.8%
174	68	29	0	112	32	-15.7%
198	79	55	97	0	46	-0.8%
58	41	7	19	32	0	-12.2%

Fourth Row Iteration

						% diff
		98	119	247	91	
85	73	0	0	78	7	7.6%
206	55	35	0	133	38	2.9%
200	149	55	98	0	47	19.7%
66	49	8	21	36	0	9.1%

Fourth Column Iteration

						% diff
		92	116	207	83	
71	43	0	0	65	6	-15.8%
178	68	32	0	111	34	-13.4%
189	79	51	95	0	43	-5.3%
59	41	8	21	30	0	-10.9%

Fifth Row Iteration

						% diff
		100	124	240	92	
85	73	0	0	77	7	9.6%
206	55	37	0	129	40	6.8%
200	149	54	101	0	45	16.1%
66	49	9	23	34	0	10.7%

Fifth Column Iteration

						% diff
		92	116	207	83	
73	43	0	0	67	7	-13.5%
181	68	34	0	111	36	-12.1%
184	79	50	94	0	41	-7.7%
59	41	8	22	29	0	-10.5%

Sixth Row Iteration

						% diff
		101	127	236	93	
85	73	0	0	77	8	10.7%
206	55	39	0	126	41	9.0%
200	149	54	102	0	44	14.1%
66	49	9	24	33	0	11.3%

Sixth Column Iteration

						% diff
		92	116	207	83	
74	43	0	0	67	7	-12.1%
182	68	35	0	111	37	-11.4%
182	79	49	94	0	40	-9.1%
59	41	8	22	29	0	-10.5%

Seventh Row Iteration

						% diff
		102	128	234	93	
85	73	0	0	77	8	11.2%
206	55	40	0	125	41	10.3%
200	149	53	103	0	44	13.0%
66	49	9	25	32	0	11.6%

Seventh Column Iteration

						% diff
		92	116	207	83	
75	43	0	0	68	7	-11.4%
183	68	36	0	110	37	-11.0%
180	79	48	93	0	39	-9.8%
59	41	8	23	28	0	-10.5%

Eighth Row Iteration

						% diff
		102	129	232	93	
85	73	0	0	77	8	11.5%
206	55	40	0	124	42	11.0%
200	149	53	104	0	43	12.4%
66	49	9	25	32	0	11.7%

Eighth Column Iteration

						% diff
		92	116	207	83	
75	43	0	0	68	7	-11.0%
184	68	36	0	110	37	-10.8%
180	79	48	93	0	39	-10.1%
59	41	8	23	28	0	-10.5%

Ninth Row Iteration

						% diff
		102	129	232	93	
85	73	0	0	77	8	11.6%
206	55	40	0	124	42	11.4%
200	149	53	104	0	43	12.1%
66	49	9	25	31	0	11.7%

Ninth Column Iteration

						% diff
		92	116	207	83	
75	43	0	0	68	7	-10.8%
184	68	36	0	110	38	-10.7%
179	79	48	93	0	39	-10.3%
59	41	8	23	28	0	-10.5%

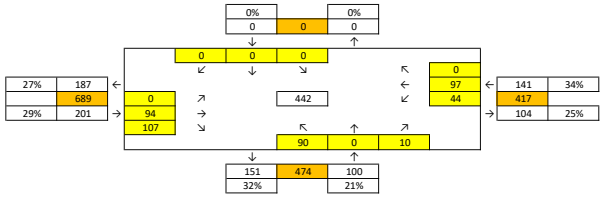
Tenth Row Iteration

						% diff
		102	129	231	93	
85	73	0	0	77	8	11.7%
206	55	40	0	124	42	11.6%
200	149	53	104	0	43	12.0%
66	49	9	26	31	0	11.8%

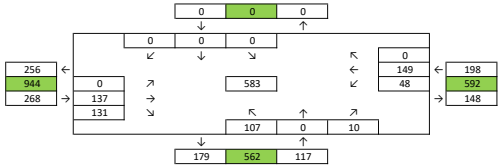
Tenth Column Iteration

						% diff
		92	116	207	83	
76	43	0	0	68	7	-10.7%
184	68	36	0	110	38	-10.6%
179	79	47	93	0	38	-10.4%
59	41	8	23	28	0	-10.5%

Scenario: 2024
N/S Street: SR-86 NB Ramps
E/W Street: Airport Blvd
Intersection #: 2



Scenario: 2027
N/S Street: SR-86 NB Ramps
E/W Street: Airport Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		148	0	256	179
		104	0	187	151
200	141	0	0	97	44
0	0	0	0	0	0
275	201	94	0	0	107
119	100	10	0	90	0

First Row Iteration

					% diff
	141	0	244	209	
200	0	0	138	62	-5%
0	0	0	0	0	#DIV/0!
275	129	0	0	147	-5%
119	12	0	107	0	17%

First Column Iteration

					% diff
	148	0	256	179	
198	0	0	144	53	-1%
0	0	0	0	0	#DIV/0!
261	135	0	0	126	-5%
124	12	0	112	0	5%

Second Row Iteration

					% diff
	155	0	253	187	
200	0	0	146	54	4.8%
0	0	0	0	0	#DIV/0!
275	143	0	0	133	-1.4%
119	12	0	107	0	4.3%

Second Column Iteration

					% diff
	148	0	256	179	
200	0	0	148	52	-0.1%
0	0	0	0	0	#DIV/0!
263	136	0	0	127	-4.3%
119	11	0	108	0	0.8%

Third Row Iteration

					% diff
	154	0	256	185	
200	0	0	148	52	4.1%
0	0	0	0	0	#DIV/0!
275	142	0	0	133	-0.3%
119	11	0	107	0	3.3%

Third Column Iteration

					% diff
	148	0	256	179	
199	0	0	149	50	-0.6%
0	0	0	0	0	#DIV/0!
266	137	0	0	129	-3.6%
118	11	0	108	0	-0.1%

Fourth Row Iteration

					% diff
	153	0	257	184	
200	0	0	150	51	3.4%
0	0	0	0	0	#DIV/0!
275	142	0	0	133	0.4%
119	11	0	108	0	2.8%

Fourth Column Iteration

					% diff
	148	0	256	179	
198	0	0	149	49	-1.0%
0	0	0	0	0	#DIV/0!
267	137	0	0	130	-3.1%
118	10	0	107	0	-0.7%

Fifth Row Iteration

					% diff
	152	0	258	184	
200	0	0	150	50	3.0%
0	0	0	0	0	#DIV/0!
275	142	0	0	134	0.9%
119	11	0	108	0	2.6%

Fifth Column Iteration

					% diff
	148	0	256	179	
198	0	0	149	48	-1.3%
0	0	0	0	0	#DIV/0!
268	137	0	0	131	-2.7%
117	10	0	107	0	-1.1%

Sixth Row Iteration

					% diff
	152	0	259	183	
200	0	0	151	49	2.7%
0	0	0	0	0	#DIV/0!
275	141	0	0	134	1.2%
119	10	0	108	0	2.4%

Sixth Column Iteration

					% diff
	148	0	256	179	
197	0	0	149	48	-1.5%
0	0	0	0	0	#DIV/0!
269	138	0	0	131	-2.5%
117	10	0	107	0	-1.3%

Seventh Row Iteration

					% diff
	151	0	260	183	
200	0	0	151	49	2.4%
0	0	0	0	0	#DIV/0!
275	141	0	0	134	1.4%
119	10	0	108	0	2.2%

Seventh Column Iteration

					% diff
	148	0	256	179	
197	0	0	149	48	-1.6%
0	0	0	0	0	#DIV/0!
269	138	0	0	131	-2.3%
117	10	0	107	0	-1.5%

Eighth Row Iteration

					% diff
	151	0	260	183	
200	0	0	152	48	2.3%
0	0	0	0	0	#DIV/0!
275	141	0	0	134	1.6%
119	10	0	108	0	2.1%

Eighth Column Iteration

					% diff
	148	0	256	179	
197	0	0	149	47	-1.7%
0	0	0	0	0	#DIV/0!
269	138	0	0	132	-2.2%
117	10	0	107	0	-1.6%

Ninth Row Iteration

					% diff
	151	0	261	183	
200	0	0	152	48	2.2%
0	0	0	0	0	#DIV/0!
275	141	0	0	135	1.7%
119	10	0	109	0	2.1%

Ninth Column Iteration

					% diff
	148	0	256	179	
197	0	0	149	47	-1.7%
0	0	0	0	0	#DIV/0!
270	138	0	0	132	-2.1%
117	10	0	107	0	-1.7%

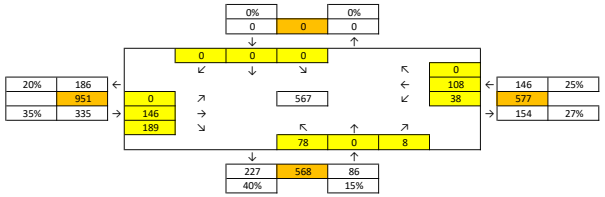
Tenth Row Iteration

					% diff
	151	0	261	183	
200	0	0	152	48	2.1%
0	0	0	0	0	#DIV/0!
275	141	0	0	135	1.8%
119	10	0	109	0	2.0%

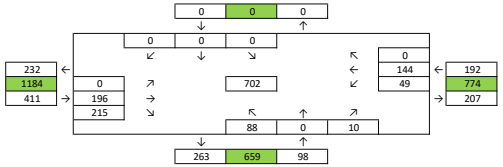
Tenth Column Iteration

					% diff
	148	0	256	179	
197	0	0	150	47	-1.8%
0	0	0	0	0	#DIV/0!
270	138	0	0	132	-2.0%
116	10	0	107	0	-1.7%

Scenario: 2024
N/S Street: SR-86 NB Ramps
E/W Street: Airport Blvd
Intersection #: 2



Scenario: 2027
N/S Street: SR-86 NB Ramps
E/W Street: Airport Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		207	0	232	263
		154	0	186	227
196	146	0	0	108	38
0	0	0	0	0	0
417	335	146	0	0	189
100	86	8	0	78	0

First Row Iteration

					% diff
	191	0	235	286	
196	0	0	145	51	-8%
0	0	0	0	0	#DIV/0!
417	182	0	0	235	2%
100	9	0	90	0	9%

First Column Iteration

					% diff
	207	0	232	263	
189	0	0	143	47	-3%
0	0	0	0	0	#DIV/0!
413	197	0	0	216	-1%
99	10	0	89	0	-1%

Second Row Iteration

					% diff
	209	0	237	267	
196	0	0	147	48	1.0%
0	0	0	0	0	#DIV/0!
417	198	0	0	219	2.4%
100	10	0	90	0	1.4%

Second Column Iteration

					% diff
	207	0	232	263	
192	0	0	144	48	-2.1%
0	0	0	0	0	#DIV/0!
412	197	0	0	216	-1.2%
98	10	0	88	0	-2.2%

Third Row Iteration

					% diff
	209	0	237	267	
196	0	0	147	49	1.3%
0	0	0	0	0	#DIV/0!
417	199	0	0	218	2.2%
100	10	0	90	0	1.4%

Third Column Iteration

					% diff
	207	0	232	263	
192	0	0	144	48	-1.9%
0	0	0	0	0	#DIV/0!
412	196	0	0	215	-1.3%
98	10	0	88	0	-2.0%

Fourth Row Iteration

					% diff
	209	0	236	267	
196	0	0	147	49	1.3%
0	0	0	0	0	#DIV/0!
417	199	0	0	218	2.0%
100	10	0	89	0	1.4%

Fourth Column Iteration

					% diff
	207	0	232	263	
192	0	0	144	48	-1.8%
0	0	0	0	0	#DIV/0!
411	196	0	0	215	-1.4%
98	10	0	88	0	-1.9%

Fifth Row Iteration

					% diff
	210	0	236	267	
196	0	0	147	49	1.4%
0	0	0	0	0	#DIV/0!
417	199	0	0	218	1.9%
100	10	0	89	0	1.5%

Fifth Column Iteration

					% diff
	207	0	232	263	
192	0	0	144	49	-1.8%
0	0	0	0	0	#DIV/0!
411	196	0	0	215	-1.4%
98	10	0	88	0	-1.8%

Sixth Row Iteration

					% diff
	210	0	236	267	
196	0	0	146	49	1.5%
0	0	0	0	0	#DIV/0!
417	199	0	0	218	1.8%
100	10	0	89	0	1.5%

Sixth Column Iteration

					% diff
	207	0	232	263	
193	0	0	144	49	-1.7%
0	0	0	0	0	#DIV/0!
411	196	0	0	215	-1.5%
98	10	0	88	0	-1.7%

Seventh Row Iteration

					% diff
	210	0	236	267	
196	0	0	146	50	1.5%
0	0	0	0	0	#DIV/0!
417	199	0	0	218	1.7%
100	10	0	89	0	1.5%

Seventh Column Iteration

					% diff
	207	0	232	263	
193	0	0	144	49	-1.7%
0	0	0	0	0	#DIV/0!
411	196	0	0	215	-1.5%
98	10	0	88	0	-1.7%

Eighth Row Iteration

					% diff
	210	0	236	267	
196	0	0	146	50	1.5%
0	0	0	0	0	#DIV/0!
417	199	0	0	218	1.7%
100	10	0	89	0	1.6%

Eighth Column Iteration

					% diff
	207	0	232	263	
193	0	0	144	49	-1.6%
0	0	0	0	0	#DIV/0!
411	196	0	0	214	-1.5%
98	10	0	88	0	-1.7%

Ninth Row Iteration

					% diff
	210	0	235	267	
196	0	0	146	50	1.5%
0	0	0	0	0	#DIV/0!
417	199	0	0	218	1.7%
100	10	0	89	0	1.6%

Ninth Column Iteration

					% diff
	207	0	232	263	
193	0	0	144	49	-1.6%
0	0	0	0	0	#DIV/0!
411	196	0	0	214	-1.5%
98	10	0	88	0	-1.6%

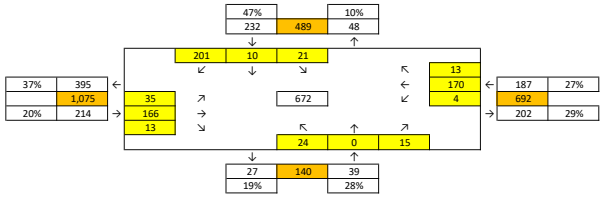
Tenth Row Iteration

					% diff
	210	0	235	268	
196	0	0	146	50	1.6%
0	0	0	0	0	#DIV/0!
417	199	0	0	218	1.6%
100	10	0	89	0	1.6%

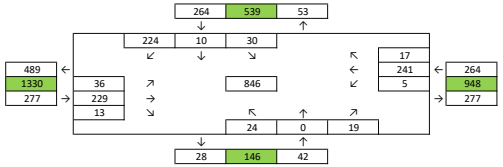
Tenth Column Iteration

					% diff
	207	0	232	263	
193	0	0	144	49	-1.6%
0	0	0	0	0	#DIV/0!
411	196	0	0	214	-1.5%
98	10	0	88	0	-1.6%

Scenario: 2024
N/S Street: SR-86 SB Ramps
E/W Street: Airport Blvd
Intersection #: 3



Scenario: 2027
N/S Street: SR-86 SB Ramps
E/W Street: Airport Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		277	53	489	28
		202	48	395	27
256	187	0	13	170	4
256	232	21	0	201	10
265	214	166	35	0	13
41	39	15	0	24	0

First Row Iteration

	244	61	479	33	% diff
256	0	18	233	5	-12%
256	23	0	222	11	16%
265	205	43	0	16	-2%
41	16	0	25	0	16%

First Column Iteration

	277	53	489	28	% diff
258	0	15	237	5	1%
262	26	0	226	10	2%
284	233	37	0	14	7%
43	18	0	26	0	6%

Second Row Iteration

	259	50	481	27	% diff
256	0	15	236	5	-6.3%
256	26	0	221	9	-5.0%
265	217	35	0	13	-1.6%
41	17	0	24	0	-4.2%

Second Column Iteration

	277	53	489	28	% diff
261	0	16	240	5	1.9%
261	27	0	224	10	2.2%
282	232	37	0	14	6.4%
42	18	0	24	0	3.7%

Third Row Iteration

	261	50	478	27	% diff
256	0	16	236	5	-5.5%
256	27	0	219	10	-4.8%
265	218	35	0	13	-2.1%
41	17	0	24	0	-4.0%

Third Column Iteration

	277	53	489	28	% diff
262	0	17	241	5	2.4%
262	28	0	224	10	2.6%
280	230	36	0	13	5.6%
42	18	0	24	0	3.7%

Fourth Row Iteration

	263	51	477	27	% diff
256	0	16	235	5	-4.9%
256	28	0	218	10	-4.4%
265	218	34	0	13	-2.5%
41	18	0	23	0	-3.8%

Fourth Column Iteration

	277	53	489	28	% diff
263	0	17	241	5	2.7%
263	29	0	224	10	2.9%
278	229	36	0	13	5.1%
42	18	0	24	0	3.7%

Fifth Row Iteration

	264	51	475	27	% diff
256	0	17	235	5	-4.5%
256	28	0	218	10	-4.1%
265	218	34	0	12	-2.7%
41	18	0	23	0	-3.7%

Fifth Column Iteration

	277	53	489	28	% diff
264	0	17	241	5	2.9%
264	30	0	224	10	3.1%
277	229	36	0	13	4.6%
42	19	0	24	0	3.7%

Sixth Row Iteration

	265	51	474	27	% diff
256	0	17	234	5	-4.2%
256	29	0	217	10	-3.9%
265	218	34	0	12	-2.9%
41	18	0	23	0	-3.6%

Sixth Column Iteration

	277	53	489	28	% diff
264	0	17	242	5	3.1%
264	30	0	224	10	3.2%
276	228	35	0	13	4.3%
42	19	0	23	0	3.6%

Seventh Row Iteration

	266	51	474	27	% diff
256	0	17	234	5	-4.0%
256	29	0	217	10	-3.8%
265	219	34	0	12	-3.1%
41	18	0	23	0	-3.6%

Seventh Column Iteration

	277	53	489	28	% diff
264	0	18	242	5	3.2%
264	30	0	224	10	3.3%
276	228	35	0	13	4.1%
42	19	0	23	0	3.6%

Eighth Row Iteration

	266	51	473	27	% diff
256	0	17	234	5	-3.8%
256	29	0	217	10	-3.7%
265	219	34	0	12	-3.2%
41	18	0	22	0	-3.5%

Eighth Column Iteration

	277	53	489	28	% diff
265	0	18	242	5	3.3%
264	30	0	224	10	3.4%
275	227	35	0	13	4.0%
42	19	0	23	0	3.6%

Ninth Row Iteration

	266	51	473	27	% diff
256	0	17	234	5	-3.7%
256	29	0	216	10	-3.6%
265	219	34	0	12	-3.3%
41	18	0	22	0	-3.5%

Ninth Column Iteration

	277	53	489	28	% diff
265	0	18	242	5	3.4%
265	31	0	224	10	3.4%
275	227	35	0	13	3.8%
42	19	0	23	0	3.6%

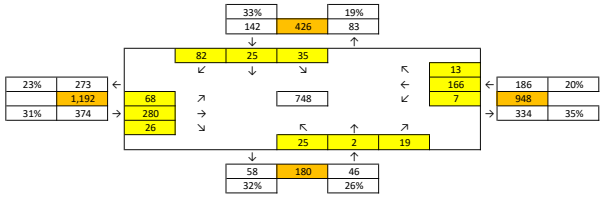
Tenth Row Iteration

	267	51	472	27	% diff
256	0	17	234	5	-3.6%
256	30	0	216	10	-3.6%
265	219	34	0	12	-3.3%
41	18	0	22	0	-3.5%

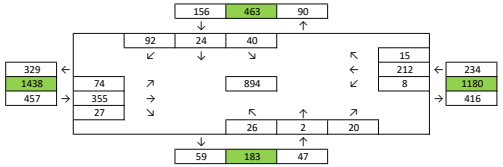
Tenth Column Iteration

	277	53	489	28	% diff
265	0	18	242	5	3.5%
265	31	0	224	10	3.5%
275	227	35	0	13	3.8%
42	19	0	23	0	3.6%

Scenario: 2024
N/S Street: SR-86 SB Ramps
E/W Street: Airport Blvd
Intersection #: 3



Scenario: 2027
N/S Street: SR-86 SB Ramps
E/W Street: Airport Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		416	90	329	59
		334	83	273	58
232	186	0	13	166	7
154	142	35	0	82	25
451	374	280	68	0	26
47	46	19	2	25	0

First Row Iteration

						% diff
		395	100	321	67	
232		0	16	207	9	-5%
154		38	0	89	27	11%
451		338	82	0	31	-2%
47		19	2	25	0	14%

First Column Iteration

						% diff
		416	90	329	59	
234		0	15	212	8	1%
155		40	0	91	24	1%
457		355	74	0	28	1%
48		20	2	26	0	3%

Second Row Iteration

						% diff
		411	89	326	58	
232		0	14	210	8	-1.2%
154		40	0	91	24	-1.2%
451		351	73	0	27	-1.1%
47		20	2	25	0	-0.9%

Second Column Iteration

						% diff
		416	90	329	59	
234		0	15	212	8	1.1%
156		40	0	92	24	1.1%
457		355	74	0	27	1.2%
47		20	2	26	0	1.2%

Third Row Iteration

						% diff
		411	89	326	58	
232		0	14	210	8	-1.2%
154		40	0	91	24	-1.2%
451		351	73	0	27	-1.1%
47		20	2	25	0	-1.2%

Third Column Iteration

						% diff
		416	90	329	59	
234		0	15	212	8	1.1%
156		40	0	92	24	1.2%
457		355	74	0	27	1.2%
47		20	2	26	0	1.2%

Fourth Row Iteration

						% diff
		411	89	326	58	
232		0	14	210	8	-1.2%
154		40	0	91	24	-1.2%
451		351	73	0	27	-1.1%
47		20	2	25	0	-1.2%

Fourth Column Iteration

						% diff
		416	90	329	59	
234		0	15	212	8	1.1%
156		40	0	92	24	1.2%
457		355	74	0	27	1.2%
47		20	2	26	0	1.2%

Fifth Row Iteration

						% diff
		411	89	326	58	
232		0	14	210	8	-1.2%
154		40	0	91	24	-1.2%
451		351	73	0	27	-1.1%
47		20	2	25	0	-1.2%

Fifth Column Iteration

						% diff
		416	90	329	59	
234		0	15	212	8	1.2%
156		40	0	92	24	1.2%
457		355	74	0	27	1.2%
47		20	2	26	0	1.2%

Sixth Row Iteration

						% diff
		411	89	326	58	
232		0	14	210	8	-1.2%
154		40	0	91	24	-1.2%
451		351	73	0	27	-1.2%
47		20	2	25	0	-1.2%

Sixth Column Iteration

						% diff
		416	90	329	59	
234		0	15	212	8	1.2%
156		40	0	92	24	1.2%
457		355	74	0	27	1.2%
47		20	2	26	0	1.2%

Seventh Row Iteration

						% diff
		411	89	326	58	
232		0	14	210	8	-1.2%
154		40	0	91	24	-1.2%
451		351	73	0	27	-1.2%
47		20	2	25	0	-1.2%

Seventh Column Iteration

						% diff
		416	90	329	59	
234		0	15	212	8	1.2%
156		40	0	92	24	1.2%
457		355	74	0	27	1.2%
47		20	2	26	0	1.2%

Eighth Row Iteration

						% diff
		411	89	326	58	
232		0	14	210	8	-1.2%
154		40	0	91	24	-1.2%
451		351	73	0	27	-1.2%
47		20	2	25	0	-1.2%

Eighth Column Iteration

						% diff
		416	90	329	59	
234		0	15	212	8	1.2%
156		40	0	92	24	1.2%
457		355	74	0	27	1.2%
47		20	2	26	0	1.2%

Ninth Row Iteration

						% diff
		411	89	326	58	
232		0	14	210	8	-1.2%
154		40	0	91	24	-1.2%
451		351	73	0	27	-1.2%
47		20	2	25	0	-1.2%

Ninth Column Iteration

						% diff
		416	90	329	59	
234		0	15	212	8	1.2%
156		40	0	92	24	1.2%
457		355	74	0	27	1.2%
47		20	2	26	0	1.2%

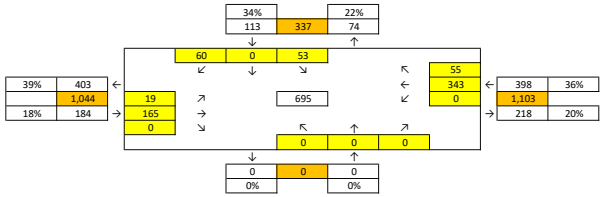
Tenth Row Iteration

						% diff
		411	89	326	58	
232		0	14	210	8	-1.2%
154		40	0	91	24	-1.2%
451		351	73	0	27	-1.2%
47		20	2	25	0	-1.2%

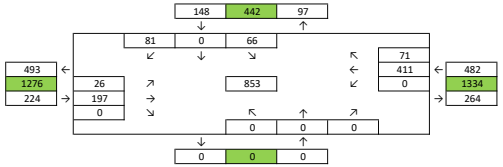
Tenth Column Iteration

						% diff
		416	90	329	59	
234		0	15	212	8	1.2%
156		40	0	92	24	1.2%
457		355	74	0	27	1.2%
47		20	2	26	0	1.2%

Scenario: 2024
N/S Street: Palm St
E/W Street: Airport Blvd
Intersection #: 4



Scenario: 2027
N/S Street: Palm St
E/W Street: Airport Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		264	97	493	0
		218	74	403	0
481	398	0	55	343	0
148	113	53	0	60	0
225	184	165	19	0	0
0	0	0	0	0	0

First Row Iteration

	271	90	494	0	% diff
481	0	67	415	0	3%
148	70	0	79	0	-8%
225	202	23	0	0	0%
0	0	0	0	0	#DIV/0!

First Column Iteration

	264	97	493	0	% diff
486	0	72	414	0	1%
146	68	0	79	0	-1%
221	196	25	0	0	-2%
0	0	0	0	0	#DIV/0!

Second Row Iteration

	268	97	490	0	% diff
481	0	71	410	0	1.6%
148	69	0	80	0	-0.3%
225	199	26	0	0	-0.6%
0	0	0	0	0	#DIV/0!

Second Column Iteration

	264	97	493	0	% diff
484	0	71	412	0	0.5%
148	67	0	80	0	-0.4%
222	196	26	0	0	-1.4%
0	0	0	0	0	#DIV/0!

Third Row Iteration

	267	97	491	0	% diff
481	0	71	410	0	1.1%
148	68	0	80	0	0.0%
225	199	26	0	0	-0.4%
0	0	0	0	0	#DIV/0!

Third Column Iteration

	264	97	493	0	% diff
483	0	71	412	0	0.3%
148	67	0	81	0	-0.3%
223	197	26	0	0	-1.0%
0	0	0	0	0	#DIV/0!

Fourth Row Iteration

	266	97	492	0	% diff
481	0	71	410	0	0.8%
148	67	0	81	0	0.0%
225	199	26	0	0	-0.2%
0	0	0	0	0	#DIV/0!

Fourth Column Iteration

	264	97	493	0	% diff
482	0	71	411	0	0.2%
148	67	0	81	0	-0.3%
223	197	26	0	0	-0.7%
0	0	0	0	0	#DIV/0!

Fifth Row Iteration

	265	97	492	0	% diff
481	0	71	411	0	0.6%
148	67	0	81	0	0.1%
225	198	26	0	0	-0.1%
0	0	0	0	0	#DIV/0!

Fifth Column Iteration

	264	97	493	0	% diff
482	0	71	411	0	0.1%
148	66	0	81	0	-0.2%
224	197	26	0	0	-0.6%
0	0	0	0	0	#DIV/0!

Sixth Row Iteration

	265	97	492	0	% diff
481	0	71	411	0	0.5%
148	67	0	82	0	0.1%
225	198	27	0	0	0.0%
0	0	0	0	0	#DIV/0!

Sixth Column Iteration

	264	97	493	0	% diff
481	0	71	411	0	0.0%
148	66	0	82	0	-0.2%
224	197	27	0	0	-0.4%
0	0	0	0	0	#DIV/0!

Seventh Row Iteration

	265	97	493	0	% diff
481	0	71	411	0	0.4%
148	66	0	82	0	0.1%
225	198	27	0	0	0.0%
0	0	0	0	0	#DIV/0!

Seventh Column Iteration

	264	97	493	0	% diff
481	0	70	411	0	0.0%
148	66	0	82	0	-0.2%
224	198	27	0	0	-0.3%
0	0	0	0	0	#DIV/0!

Eighth Row Iteration

	264	97	493	0	% diff
481	0	70	411	0	0.3%
148	66	0	82	0	0.1%
225	198	27	0	0	0.1%
0	0	0	0	0	#DIV/0!

Eighth Column Iteration

	264	97	493	0	% diff
481	0	70	411	0	-0.1%
148	66	0	82	0	-0.2%
224	198	27	0	0	-0.3%
0	0	0	0	0	#DIV/0!

Ninth Row Iteration

	264	97	493	0	% diff
481	0	70	411	0	0.2%
148	66	0	82	0	0.1%
225	198	27	0	0	0.1%
0	0	0	0	0	#DIV/0!

Ninth Column Iteration

	264	97	493	0	% diff
481	0	70	411	0	-0.1%
148	66	0	82	0	-0.2%
224	198	27	0	0	-0.2%
0	0	0	0	0	#DIV/0!

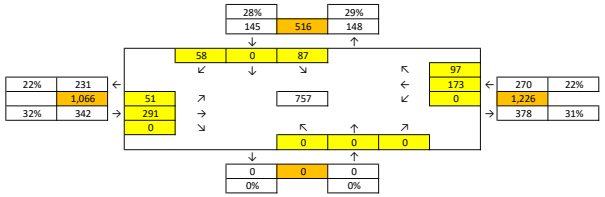
Tenth Row Iteration

	264	97	493	0	% diff
481	0	70	411	0	0.2%
148	66	0	82	0	0.1%
225	198	27	0	0	0.1%
0	0	0	0	0	#DIV/0!

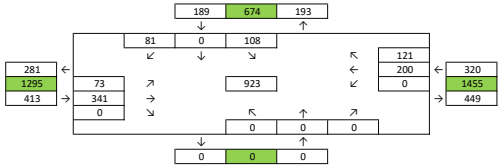
Tenth Column Iteration

	264	97	493	0	% diff
481	0	70	411	0	-0.1%
148	66	0	82	0	-0.2%
224	198	27	0	0	-0.2%
0	0	0	0	0	#DIV/0!

Scenario: 2024
N/S Street: Palm St
E/W Street: Airport Blvd
Intersection #: 4



Scenario: 2027
N/S Street: Palm St
E/W Street: Airport Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		449	193	281	0
		378	148	231	0
320	270	0	97	173	0
189	145	87	0	58	0
415	342	291	51	0	0
0	0	0	0	0	0

First Row Iteration

		467	177	281	0
320		0	115	205	0
189		114	0	76	0
415		354	62	0	0
0		0	0	0	0

% diff
4%
-8%
0%
#DIV/0!

First Column Iteration

		449	193	281	0
331		0	126	205	0
185		109	0	76	0
407		339	68	0	0
0		0	0	0	0

% diff
3%
-2%
-2%
#DIV/0!

Second Row Iteration

		458	191	276	0
320		0	122	199	0
189		112	0	78	0
415		346	69	0	0
0		0	0	0	0

% diff
2.2%
-1.3%
-1.6%
#DIV/0!

Second Column Iteration

		449	193	281	0
325		0	123	202	0
188		109	0	79	0
409		339	70	0	0
0		0	0	0	0

% diff
1.5%
-0.6%
-1.5%
#DIV/0!

Third Row Iteration

		455	193	278	0
320		0	122	199	0
189		110	0	79	0
415		344	71	0	0
0		0	0	0	0

% diff
1.3%
-0.4%
-0.9%
#DIV/0!

Third Column Iteration

		449	193	281	0
323		0	122	201	0
189		109	0	80	0
411		340	71	0	0
0		0	0	0	0

% diff
0.7%
-0.4%
-1.0%
#DIV/0!

Fourth Row Iteration

		453	193	280	0
320		0	121	199	0
189		109	0	80	0
415		343	72	0	0
0		0	0	0	0

% diff
0.9%
-0.1%
-0.4%
#DIV/0!

Fourth Column Iteration

		449	193	281	0
321		0	121	200	0
189		108	0	81	0
413		340	72	0	0
0		0	0	0	0

% diff
0.3%
-0.3%
-0.7%
#DIV/0!

Fifth Row Iteration

		451	194	280	0
320		0	121	200	0
189		109	0	81	0
415		343	73	0	0
0		0	0	0	0

% diff
0.6%
0.1%
-0.1%
#DIV/0!

Fifth Column Iteration

		449	193	281	0
320		0	121	200	0
189		108	0	81	0
413		341	73	0	0
0		0	0	0	0

% diff
0.0%
-0.3%
-0.5%
#DIV/0!

Sixth Row Iteration

		451	194	281	0
320		0	121	200	0
189		108	0	81	0
415		343	73	0	0
0		0	0	0	0

% diff
0.5%
0.2%
0.1%
#DIV/0!

Sixth Column Iteration

		449	193	281	0
320		0	121	199	0
189		108	0	81	0
414		341	73	0	0
0		0	0	0	0

% diff
-0.1%
-0.3%
-0.4%
#DIV/0!

Seventh Row Iteration

		450	194	281	0
320		0	121	200	0
189		108	0	81	0
415		342	73	0	0
0		0	0	0	0

% diff
0.4%
0.2%
0.2%
#DIV/0!

Seventh Column Iteration

		449	193	281	0
320		0	120	199	0
189		108	0	81	0
414		341	73	0	0
0		0	0	0	0

% diff
-0.2%
-0.3%
-0.4%
#DIV/0!

Eighth Row Iteration

		450	194	281	0
320		0	121	200	0
189		108	0	81	0
415		342	73	0	0
0		0	0	0	0

% diff
0.4%
0.3%
0.2%
#DIV/0!

Eighth Column Iteration

		449	193	281	0
320		0	120	199	0
189		108	0	81	0
414		341	73	0	0
0		0	0	0	0

% diff
-0.2%
-0.3%
-0.3%
#DIV/0!

Ninth Row Iteration

		450	194	281	0
320		0	121	200	0
189		108	0	82	0
415		342	73	0	0
0		0	0	0	0

% diff
0.3%
0.3%
0.3%
#DIV/0!

Ninth Column Iteration

		449	193	281	0
320		0	120	199	0
189		108	0	81	0
414		341	73	0	0
0		0	0	0	0

% diff
-0.3%
-0.3%
-0.3%
#DIV/0!

Tenth Row Iteration

		450	194	281	0
320		0	121	200	0
189		108	0	82	0
415		342	73	0	0
0		0	0	0	0

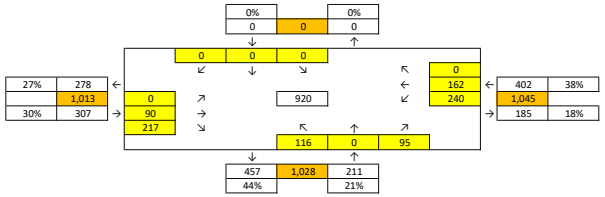
% diff
0.3%
0.3%
0.3%
#DIV/0!

Tenth Column Iteration

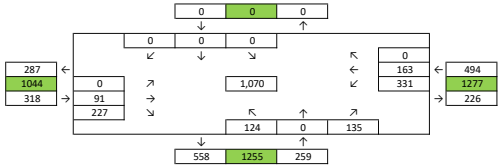
		449	193	281	0
320		0	120	199	0
189		107	0	81	0
414		341	73	0	0
0		0	0	0	0

% diff
-0.3%
-0.3%
-0.3%
#DIV/0!

Scenario: 2024
N/S Street: Polk St
E/W Street: Airport Blvd
Intersection #: 5



Scenario: 2027
N/S Street: Polk St
E/W Street: Airport Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		226	0	287	558
		185	0	278	457
491	402	0	0	162	240
0	0	0	0	0	0
316	307	90	0	0	217
258	211	95	0	116	0

First Row Iteration

					% diff
	209	0	340	517	
491	0	0	198	293	-8%
0	0	0	0	0	#DIV/0!
316	93	0	0	224	19%
258	116	0	142	0	-7%

First Column Iteration

					% diff
	226	0	287	558	
484	0	0	167	317	-2%
0	0	0	0	0	#DIV/0!
342	100	0	0	241	8%
245	126	0	119	0	-5%

Second Row Iteration

					% diff
	225	0	295	545	
491	0	0	170	322	-0.5%
0	0	0	0	0	#DIV/0!
316	93	0	0	223	3.1%
258	132	0	126	0	-2.3%

Second Column Iteration

					% diff
	226	0	287	558	
494	0	0	165	329	0.5%
0	0	0	0	0	#DIV/0!
322	93	0	0	229	1.8%
255	133	0	122	0	-1.2%

Third Row Iteration

					% diff
	226	0	287	552	
491	0	0	164	327	0.0%
0	0	0	0	0	#DIV/0!
316	92	0	0	225	0.2%
258	134	0	123	0	-1.0%

Third Column Iteration

					% diff
	226	0	287	558	
494	0	0	163	331	0.6%
0	0	0	0	0	#DIV/0!
319	92	0	0	227	0.8%
257	134	0	123	0	-0.1%

Fourth Row Iteration

					% diff
	226	0	286	554	
491	0	0	162	329	-0.3%
0	0	0	0	0	#DIV/0!
316	91	0	0	225	-0.3%
258	134	0	123	0	-0.7%

Fourth Column Iteration

					% diff
	226	0	287	558	
494	0	0	163	331	0.6%
0	0	0	0	0	#DIV/0!
318	91	0	0	227	0.6%
258	135	0	124	0	0.3%

Fifth Row Iteration

					% diff
	225	0	285	555	
491	0	0	162	329	-0.4%
0	0	0	0	0	#DIV/0!
316	91	0	0	226	-0.4%
258	134	0	123	0	-0.6%

Fifth Column Iteration

					% diff
	226	0	287	558	
494	0	0	163	331	0.5%
0	0	0	0	0	#DIV/0!
318	91	0	0	227	0.5%
259	135	0	124	0	0.4%

Sixth Row Iteration

					% diff
	225	0	285	555	
491	0	0	162	329	-0.5%
0	0	0	0	0	#DIV/0!
316	91	0	0	226	-0.5%
258	134	0	123	0	-0.5%

Sixth Column Iteration

					% diff
	226	0	287	558	
494	0	0	163	331	0.5%
0	0	0	0	0	#DIV/0!
318	91	0	0	227	0.5%
259	135	0	124	0	0.5%

Seventh Row Iteration

					% diff
	225	0	285	555	
491	0	0	162	329	-0.5%
0	0	0	0	0	#DIV/0!
316	91	0	0	226	-0.5%
258	134	0	123	0	-0.5%

Seventh Column Iteration

					% diff
	226	0	287	558	
494	0	0	163	331	0.5%
0	0	0	0	0	#DIV/0!
318	91	0	0	227	0.5%
259	135	0	124	0	0.5%

Eighth Row Iteration

					% diff
	225	0	285	555	
491	0	0	162	329	-0.5%
0	0	0	0	0	#DIV/0!
316	91	0	0	226	-0.5%
258	134	0	123	0	-0.5%

Eighth Column Iteration

					% diff
	226	0	287	558	
494	0	0	163	331	0.5%
0	0	0	0	0	#DIV/0!
318	91	0	0	227	0.5%
259	135	0	124	0	0.5%

Ninth Row Iteration

					% diff
	225	0	285	555	
491	0	0	162	329	-0.5%
0	0	0	0	0	#DIV/0!
316	91	0	0	226	-0.5%
258	134	0	123	0	-0.5%

Ninth Column Iteration

					% diff
	226	0	287	558	
494	0	0	163	331	0.5%
0	0	0	0	0	#DIV/0!
318	91	0	0	227	0.5%
259	135	0	124	0	0.5%

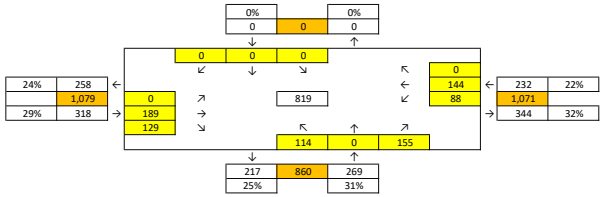
Tenth Row Iteration

					% diff
	225	0	285	555	
491	0	0	162	329	-0.5%
0	0	0	0	0	#DIV/0!
316	91	0	0	226	-0.5%
258	134	0	123	0	-0.5%

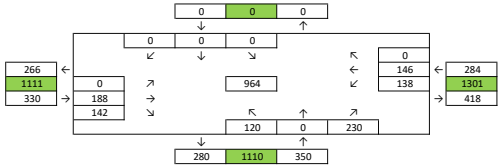
Tenth Column Iteration

					% diff
	226	0	287	558	
494	0	0	163	331	0.5%
0	0	0	0	0	#DIV/0!
318	91	0	0	227	0.5%
259	135	0	124	0	0.5%

Scenario: 2024
N/S Street: Polk St
E/W Street: Airport Blvd
Intersection #: 5



Scenario: 2027
N/S Street: Polk St
E/W Street: Airport Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		418	0	266	280
		344	0	258	217
282	232	0	0	144	88
0	0	0	0	0	0
327	318	189	0	0	129
347	269	155	0	114	0

First Row Iteration

					% diff
	395	0	322	240	
282	0	0	175	107	-6%
0	0	0	0	0	#DIV/0!
327	195	0	0	133	21%
347	200	0	147	0	-14%

First Column Iteration

					% diff
	418	0	266	280	
269	0	0	144	125	-4%
0	0	0	0	0	#DIV/0!
361	206	0	0	155	10%
333	212	0	121	0	-4%

Second Row Iteration

					% diff
	407	0	278	271	
282	0	0	151	131	-2.5%
0	0	0	0	0	#DIV/0!
327	187	0	0	141	4.5%
347	221	0	126	0	-3.1%

Second Column Iteration

					% diff
	418	0	266	280	
280	0	0	145	135	-0.8%
0	0	0	0	0	#DIV/0!
337	192	0	0	145	2.8%
347	226	0	121	0	0.1%

Third Row Iteration

					% diff
	412	0	267	277	
282	0	0	146	136	-1.3%
0	0	0	0	0	#DIV/0!
327	186	0	0	141	0.4%
347	226	0	121	0	-1.0%

Third Column Iteration

					% diff
	418	0	266	280	
283	0	0	145	137	0.3%
0	0	0	0	0	#DIV/0!
331	189	0	0	143	1.2%
350	229	0	120	0	0.7%

Fourth Row Iteration

					% diff
	414	0	264	278	
282	0	0	145	137	-0.9%
0	0	0	0	0	#DIV/0!
327	186	0	0	141	-0.5%
347	228	0	120	0	-0.7%

Fourth Column Iteration

					% diff
	418	0	266	280	
284	0	0	145	138	0.6%
0	0	0	0	0	#DIV/0!
330	188	0	0	142	0.8%
350	230	0	120	0	0.8%

Fifth Row Iteration

					% diff
	415	0	264	278	
282	0	0	145	137	-0.8%
0	0	0	0	0	#DIV/0!
327	187	0	0	141	-0.7%
347	228	0	119	0	-0.7%

Fifth Column Iteration

					% diff
	418	0	266	280	
284	0	0	146	138	0.7%
0	0	0	0	0	#DIV/0!
330	188	0	0	142	0.8%
350	230	0	120	0	0.8%

Sixth Row Iteration

					% diff
	415	0	264	278	
282	0	0	145	137	-0.8%
0	0	0	0	0	#DIV/0!
327	187	0	0	141	-0.7%
347	228	0	119	0	-0.7%

Sixth Column Iteration

					% diff
	418	0	266	280	
284	0	0	146	138	0.7%
0	0	0	0	0	#DIV/0!
330	188	0	0	142	0.8%
350	230	0	120	0	0.8%

Seventh Row Iteration

					% diff
	415	0	264	278	
282	0	0	145	137	-0.7%
0	0	0	0	0	#DIV/0!
327	187	0	0	141	-0.7%
347	228	0	119	0	-0.7%

Seventh Column Iteration

					% diff
	418	0	266	280	
284	0	0	146	138	0.7%
0	0	0	0	0	#DIV/0!
330	188	0	0	142	0.7%
350	230	0	120	0	0.8%

Eighth Row Iteration

					% diff
	415	0	264	278	
282	0	0	145	137	-0.7%
0	0	0	0	0	#DIV/0!
327	187	0	0	141	-0.7%
347	228	0	119	0	-0.7%

Eighth Column Iteration

					% diff
	418	0	266	280	
284	0	0	146	138	0.7%
0	0	0	0	0	#DIV/0!
330	188	0	0	142	0.7%
350	230	0	120	0	0.7%

Ninth Row Iteration

					% diff
	415	0	264	278	
282	0	0	145	137	-0.7%
0	0	0	0	0	#DIV/0!
327	187	0	0	141	-0.7%
347	228	0	119	0	-0.7%

Ninth Column Iteration

					% diff
	418	0	266	280	
284	0	0	146	138	0.7%
0	0	0	0	0	#DIV/0!
330	188	0	0	142	0.7%
350	230	0	120	0	0.7%

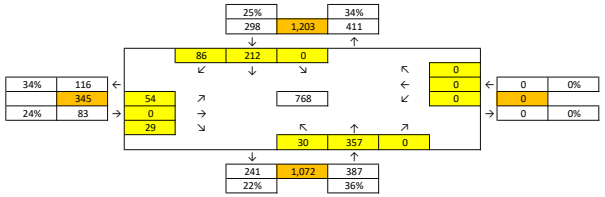
Tenth Row Iteration

					% diff
	415	0	264	278	
282	0	0	145	137	-0.7%
0	0	0	0	0	#DIV/0!
327	187	0	0	141	-0.7%
347	228	0	119	0	-0.7%

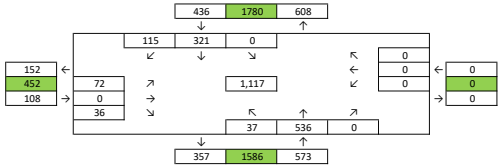
Tenth Column Iteration

					% diff
	418	0	266	280	
284	0	0	146	138	0.7%
0	0	0	0	0	#DIV/0!
330	188	0	0	142	0.7%
350	230	0	120	0	0.7%

Scenario: 2024
N/S Street: Palm St
E/W Street: Grapefruit Blvd
Intersection #: 6



Scenario: 2027
N/S Street: Palm St
E/W Street: Grapefruit Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		0	608	152	357
		0	411	116	241
0	0	0	0	0	0
441	298	0	0	86	212
109	83	0	54	0	29
573	387	0	357	30	0

First Row Iteration

	0	599	172	352	% diff
0	0	0	0	0	#DIV/0!
441	0	0	127	314	-2%
109	0	71	0	38	13%
573	0	528	44	0	-1%

First Column Iteration

	0	608	152	357	% diff
0	0	0	0	0	#DIV/0!
431	0	0	113	318	-2%
110	0	72	0	39	1%
576	0	536	39	0	1%

Second Row Iteration

	0	604	154	364	% diff
0	0	0	0	0	#DIV/0!
441	0	0	115	326	-0.6%
109	0	71	0	38	1.6%
573	0	533	39	0	2.0%

Second Column Iteration

	0	608	152	357	% diff
0	0	0	0	0	#DIV/0!
433	0	0	114	319	-1.8%
108	0	71	0	37	-0.3%
575	0	537	38	0	0.5%

Third Row Iteration

	0	606	154	363	% diff
0	0	0	0	0	#DIV/0!
441	0	0	116	325	-0.4%
109	0	71	0	37	1.3%
573	0	534	38	0	1.7%

Third Column Iteration

	0	608	152	357	% diff
0	0	0	0	0	#DIV/0!
434	0	0	114	320	-1.6%
108	0	72	0	37	-0.3%
574	0	536	38	0	0.3%

Fourth Row Iteration

	0	607	154	362	% diff
0	0	0	0	0	#DIV/0!
441	0	0	116	325	-0.2%
109	0	72	0	37	1.1%
573	0	535	38	0	1.5%

Fourth Column Iteration

	0	608	152	357	% diff
0	0	0	0	0	#DIV/0!
435	0	0	115	320	-1.4%
108	0	72	0	36	-0.3%
573	0	536	37	0	0.1%

Fifth Row Iteration

	0	608	153	361	% diff
0	0	0	0	0	#DIV/0!
441	0	0	116	325	-0.1%
109	0	72	0	36	1.0%
573	0	535	37	0	1.3%

Fifth Column Iteration

	0	608	152	357	% diff
0	0	0	0	0	#DIV/0!
436	0	0	115	321	-1.2%
108	0	72	0	36	-0.4%
573	0	536	37	0	0.0%

Sixth Row Iteration

	0	608	153	361	% diff
0	0	0	0	0	#DIV/0!
441	0	0	116	324	0.0%
109	0	73	0	36	0.9%
573	0	536	37	0	1.1%

Sixth Column Iteration

	0	608	152	357	% diff
0	0	0	0	0	#DIV/0!
436	0	0	115	321	-1.0%
108	0	73	0	36	-0.4%
572	0	536	37	0	-0.1%

Seventh Row Iteration

	0	609	153	360	% diff
0	0	0	0	0	#DIV/0!
441	0	0	117	324	0.1%
109	0	73	0	36	0.8%
573	0	536	37	0	1.0%

Seventh Column Iteration

	0	608	152	357	% diff
0	0	0	0	0	#DIV/0!
437	0	0	116	321	-0.9%
108	0	73	0	35	-0.4%
572	0	535	36	0	-0.2%

Eighth Row Iteration

	0	609	153	360	% diff
0	0	0	0	0	#DIV/0!
441	0	0	117	324	0.2%
109	0	73	0	36	0.8%
573	0	536	36	0	0.9%

Eighth Column Iteration

	0	608	152	357	% diff
0	0	0	0	0	#DIV/0!
437	0	0	116	321	-0.9%
108	0	73	0	35	-0.4%
571	0	535	36	0	-0.2%

Ninth Row Iteration

	0	610	153	359	% diff
0	0	0	0	0	#DIV/0!
441	0	0	117	324	0.3%
109	0	73	0	35	0.7%
573	0	536	36	0	0.8%

Ninth Column Iteration

	0	608	152	357	% diff
0	0	0	0	0	#DIV/0!
437	0	0	116	321	-0.8%
108	0	73	0	35	-0.4%
571	0	535	36	0	-0.3%

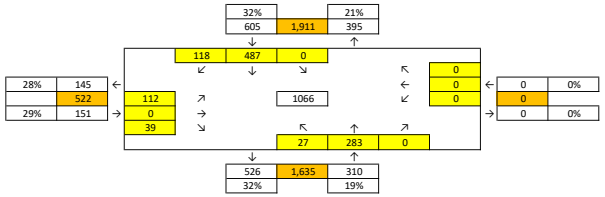
Tenth Row Iteration

	0	610	153	359	% diff
0	0	0	0	0	#DIV/0!
441	0	0	117	324	0.3%
109	0	73	0	35	0.7%
573	0	537	36	0	0.8%

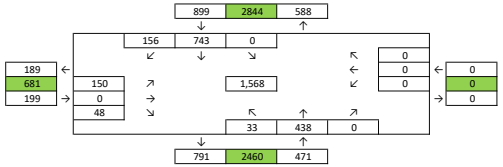
Tenth Column Iteration

	0	608	152	357	% diff
0	0	0	0	0	#DIV/0!
438	0	0	116	321	-0.7%
108	0	73	0	35	-0.4%
571	0	535	36	0	-0.3%

Scenario: 2024
N/S Street: Palm St
E/W Street: Grapefruit Blvd
Intersection #: 6



Scenario: 2027
N/S Street: Palm St
E/W Street: Grapefruit Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		0	588	189	791
		0	395	145	526
0	0	0	0	0	0
900	605	0	0	118	487
197	151	0	112	0	39
466	310	0	283	27	0

First Row Iteration

	0	572	216	776	% diff
0	0	0	0	0	#DIV/0!
900	0	0	176	725	-3%
197	0	146	0	51	14%
466	0	426	41	0	-2%

First Column Iteration

	0	588	189	791	% diff
0	0	0	0	0	#DIV/0!
893	0	0	154	739	-1%
202	0	150	0	52	3%
473	0	438	36	0	1%

Second Row Iteration

	0	578	190	796	% diff
0	0	0	0	0	#DIV/0!
900	0	0	155	746	-1.7%
197	0	146	0	51	0.4%
466	0	431	35	0	0.6%

Second Column Iteration

	0	588	189	791	% diff
0	0	0	0	0	#DIV/0!
895	0	0	154	741	-0.6%
199	0	149	0	50	1.1%
474	0	439	35	0	1.6%

Third Row Iteration

	0	579	189	795	% diff
0	0	0	0	0	#DIV/0!
900	0	0	155	745	-1.4%
197	0	147	0	50	0.2%
466	0	432	34	0	0.5%

Third Column Iteration

	0	588	189	791	% diff
0	0	0	0	0	#DIV/0!
897	0	0	155	742	-0.4%
199	0	149	0	50	1.0%
473	0	438	34	0	1.3%

Fourth Row Iteration

	0	581	189	794	% diff
0	0	0	0	0	#DIV/0!
900	0	0	155	745	-1.2%
197	0	148	0	49	0.1%
466	0	433	34	0	0.3%

Fourth Column Iteration

	0	588	189	791	% diff
0	0	0	0	0	#DIV/0!
898	0	0	155	743	-0.3%
199	0	150	0	49	0.9%
472	0	438	34	0	1.2%

Fifth Row Iteration

	0	582	189	793	% diff
0	0	0	0	0	#DIV/0!
900	0	0	156	745	-1.1%
197	0	149	0	48	0.0%
466	0	433	33	0	0.2%

Fifth Column Iteration

	0	588	189	791	% diff
0	0	0	0	0	#DIV/0!
899	0	0	156	743	-0.2%
199	0	150	0	48	0.8%
471	0	438	33	0	1.0%

Sixth Row Iteration

	0	582	189	792	% diff
0	0	0	0	0	#DIV/0!
900	0	0	156	744	-0.9%
197	0	149	0	48	0.0%
466	0	433	33	0	0.1%

Sixth Column Iteration

	0	588	189	791	% diff
0	0	0	0	0	#DIV/0!
900	0	0	156	743	-0.1%
198	0	150	0	48	0.7%
471	0	437	33	0	0.9%

Seventh Row Iteration

	0	583	189	792	% diff
0	0	0	0	0	#DIV/0!
900	0	0	156	744	-0.8%
197	0	149	0	48	-0.1%
466	0	434	33	0	0.0%

Seventh Column Iteration

	0	588	189	791	% diff
0	0	0	0	0	#DIV/0!
900	0	0	156	744	0.0%
198	0	151	0	48	0.6%
470	0	437	33	0	0.8%

Eighth Row Iteration

	0	584	189	791	% diff
0	0	0	0	0	#DIV/0!
900	0	0	156	744	-0.7%
197	0	150	0	47	-0.1%
466	0	434	33	0	0.0%

Eighth Column Iteration

	0	588	189	791	% diff
0	0	0	0	0	#DIV/0!
901	0	0	157	744	0.0%
198	0	151	0	47	0.6%
470	0	437	33	0	0.7%

Ninth Row Iteration

	0	584	189	791	% diff
0	0	0	0	0	#DIV/0!
900	0	0	157	744	-0.7%
197	0	150	0	47	-0.1%
466	0	434	32	0	-0.1%

Ninth Column Iteration

	0	588	189	791	% diff
0	0	0	0	0	#DIV/0!
901	0	0	157	744	0.1%
198	0	151	0	47	0.5%
469	0	437	32	0	0.6%

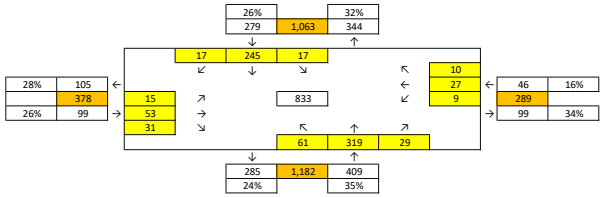
Tenth Row Iteration

	0	584	189	791	% diff
0	0	0	0	0	#DIV/0!
900	0	0	157	744	-0.6%
197	0	150	0	47	-0.2%
466	0	434	32	0	-0.1%

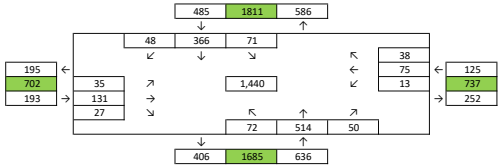
Tenth Column Iteration

	0	588	189	791	% diff
0	0	0	0	0	#DIV/0!
901	0	0	157	745	0.1%
198	0	151	0	47	0.5%
469	0	437	32	0	0.6%

Scenario: 2024
N/S Street: Avenue 54
E/W Street: Grapefruit Blvd
Intersection #: 7



Scenario: 2027
N/S Street: Avenue 54
E/W Street: Grapefruit Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		252	586	195	406
		99	344	105	285
117	46	0	10	27	9
475	279	17	0	17	245
184	99	53	15	0	31
583	409	29	319	61	0

First Row Iteration

	169	508	185	498	% diff
117	0	26	69	23	-33%
475	29	0	29	417	-13%
184	98	28	0	58	-5%
583	41	455	87	0	23%

First Column Iteration

	252	586	195	406	% diff
121	0	29	73	19	3%
414	43	0	31	341	-13%
226	147	32	0	47	23%
678	62	525	92	0	16%

Second Row Iteration

	222	506	185	447	% diff
117	0	29	71	18	-11.9%
475	50	0	35	391	-13.7%
184	120	26	0	38	-5.4%
583	53	451	79	0	10.0%

Second Column Iteration

	252	586	195	406	% diff
124	0	33	75	17	5.9%
449	56	0	37	355	-5.6%
201	136	30	0	35	9.1%
666	60	523	83	0	14.3%

Third Row Iteration

	237	516	183	424	% diff
117	0	31	70	16	-6.2%
475	60	0	39	376	-11.9%
184	124	28	0	32	-6.3%
583	53	457	73	0	4.3%

Third Column Iteration

	252	586	195	406	% diff
126	0	35	75	15	7.1%
466	64	0	42	361	-1.9%
194	133	31	0	30	5.8%
653	56	519	78	0	12.0%

Fourth Row Iteration

	240	526	182	410	% diff
117	0	33	70	14	-4.8%
475	65	0	43	368	-10.2%
184	125	30	0	29	-6.4%
583	50	463	70	0	1.0%

Fourth Column Iteration

	252	586	195	406	% diff
126	0	37	75	14	7.2%
478	68	0	46	364	0.5%
193	132	33	0	29	5.1%
643	53	516	74	0	10.3%

Fifth Row Iteration

	241	534	183	402	% diff
117	0	34	70	13	-4.6%
475	68	0	45	362	-8.9%
184	125	32	0	27	-6.3%
583	48	468	67	0	-1.0%

Fifth Column Iteration

	252	586	195	406	% diff
125	0	38	75	13	7.0%
485	71	0	48	366	2.1%
193	131	35	0	27	5.1%
636	50	514	72	0	9.0%

Sixth Row Iteration

	240	539	183	397	% diff
117	0	35	70	12	-4.8%
475	70	0	47	358	-8.0%
184	125	33	0	26	-6.1%
583	46	471	66	0	-2.4%

Sixth Column Iteration

	252	586	195	406	% diff
125	0	38	74	12	6.7%
491	73	0	51	367	3.2%
194	131	36	0	27	5.3%
630	48	512	70	0	8.1%

Seventh Row Iteration

	240	543	183	393	% diff
117	0	36	70	12	-5.0%
475	71	0	49	356	-7.3%
184	125	34	0	25	-5.9%
583	45	473	65	0	-3.4%

Seventh Column Iteration

	252	586	195	406	% diff
125	0	39	74	12	6.5%
494	74	0	52	368	4.0%
194	131	37	0	26	5.5%
627	47	511	69	0	7.5%

Eighth Row Iteration

	240	546	184	390	% diff
117	0	36	70	11	-5.1%
475	72	0	50	354	-6.8%
184	124	35	0	25	-5.8%
583	44	475	64	0	-4.0%

Eighth Column Iteration

	252	586	195	406	% diff
125	0	39	74	12	6.3%
497	75	0	53	368	4.6%
194	131	37	0	26	5.6%
624	46	510	68	0	7.0%

Ninth Row Iteration

	239	548	184	388	% diff
117	0	37	69	11	-5.2%
475	72	0	51	352	-6.4%
184	124	35	0	25	-5.7%
583	43	476	64	0	-4.5%

Ninth Column Iteration

	252	586	195	406	% diff
125	0	39	74	12	6.2%
499	76	0	54	369	5.0%
194	131	38	0	26	5.7%
622	45	509	68	0	6.7%

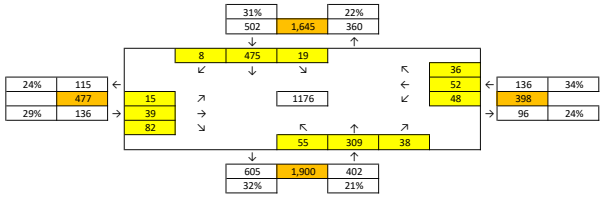
Tenth Row Iteration

	239	550	184	387	% diff
117	0	37	69	11	-5.3%
475	73	0	51	351	-6.2%
184	124	36	0	24	-5.7%
583	43	477	63	0	-4.8%

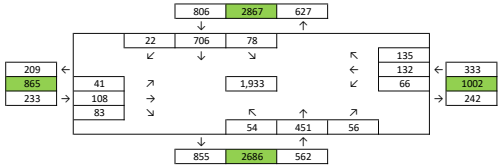
Tenth Column Iteration

	252	586	195	406	% diff
124	0	39	73	12	6.1%
500	77	0	54	369	5.2%
194	131	38	0	26	5.7%
621	45	509	67	0	6.5%

Scenario: 2024
N/S Street: Avenue 54
E/W Street: Grapefruit Blvd
Intersection #: 7



Scenario: 2027
N/S Street: Avenue 54
E/W Street: Grapefruit Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		242	627	209	855
		96	360	115	605
342	136	0	36	52	48
875	502	19	0	8	475
247	136	39	15	0	82
568	402	38	309	55	0

First Row Iteration

	158	555	223	1097	% diff
342	0	91	131	121	-35%
875	33	0	14	828	-12%
247	71	27	0	149	7%
568	54	437	78	0	28%

First Column Iteration

	242	627	209	855	% diff
319	0	103	123	94	-7%
709	51	0	13	645	-19%
255	108	31	0	116	3%
649	82	494	73	0	14%

Second Row Iteration

	240	572	211	1009	% diff
342	0	110	131	101	-0.8%
875	63	0	16	796	-8.8%
247	105	30	0	112	1.3%
568	72	432	64	0	18.0%

Second Column Iteration

	242	627	209	855	% diff
336	0	121	130	86	-1.9%
754	63	0	16	675	-13.8%
233	106	33	0	95	-5.4%
610	73	474	63	0	7.3%

Third Row Iteration

	253	599	209	971	% diff
342	0	123	132	87	4.6%
875	73	0	18	783	-4.5%
247	112	34	0	100	0.4%
568	68	442	59	0	13.5%

Third Column Iteration

	242	627	209	855	% diff
337	0	129	132	77	-1.5%
778	70	0	18	690	-11.0%
231	107	36	0	88	-6.2%
586	65	463	58	0	3.1%

Fourth Row Iteration

	255	618	211	948	% diff
342	0	131	134	78	5.7%
875	79	0	21	775	-1.5%
247	114	38	0	94	1.2%
568	63	449	57	0	10.8%

Fourth Column Iteration

	242	627	209	855	% diff
335	0	133	132	70	-2.1%
795	75	0	20	700	-9.2%
232	108	39	0	85	-6.0%
571	59	456	56	0	0.5%

Fifth Row Iteration

	256	631	213	933	% diff
342	0	135	135	72	5.8%
875	82	0	22	770	0.5%
247	115	42	0	90	2.2%
568	59	453	56	0	9.1%

Fifth Column Iteration

	242	627	209	855	% diff
333	0	135	132	66	-2.8%
806	78	0	22	706	-7.9%
233	108	41	0	83	-5.7%
562	56	451	54	0	-1.2%

Sixth Row Iteration

	256	639	215	923	% diff
342	0	139	136	68	5.7%
875	84	0	24	767	1.9%
247	115	44	0	88	3.0%
568	57	457	55	0	7.9%

Sixth Column Iteration

	242	627	209	855	% diff
331	0	136	132	63	-3.4%
814	80	0	23	711	-7.0%
233	109	43	0	82	-5.5%
555	53	448	54	0	-2.3%

Seventh Row Iteration

	255	645	216	916	% diff
342	0	141	136	65	5.6%
875	86	0	25	764	2.8%
247	115	46	0	86	3.6%
568	55	459	55	0	7.1%

Seventh Column Iteration

	242	627	209	855	% diff
329	0	137	132	61	-3.8%
819	81	0	24	714	-6.4%
234	109	44	0	81	-5.3%
551	52	446	53	0	-3.1%

Eighth Row Iteration

	255	649	217	911	% diff
342	0	142	137	63	5.5%
875	87	0	26	763	3.5%
247	115	47	0	85	4.1%
568	53	460	55	0	6.5%

Eighth Column Iteration

	242	627	209	855	% diff
328	0	138	131	59	-4.1%
823	82	0	25	716	-5.9%
234	109	45	0	80	-5.2%
548	51	445	52	0	-3.6%

Ninth Row Iteration

	255	652	218	907	% diff
342	0	143	137	62	5.4%
875	87	0	26	761	4.0%
247	115	48	0	84	4.4%
568	53	461	54	0	6.1%

Ninth Column Iteration

	242	627	209	855	% diff
328	0	138	131	58	-4.3%
826	83	0	25	718	-5.6%
234	109	46	0	79	-5.1%
546	50	444	52	0	-4.0%

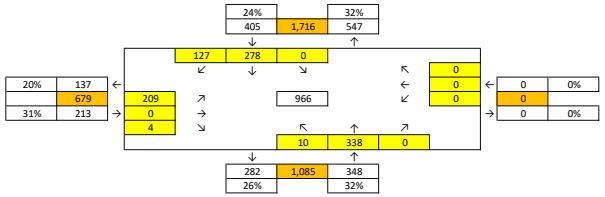
Tenth Row Iteration

	255	655	218	905	% diff
342	0	144	137	61	5.3%
875	88	0	27	760	4.3%
247	115	48	0	84	4.6%
568	52	462	54	0	5.8%

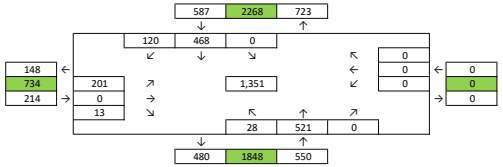
Tenth Column Iteration

	242	627	209	855	% diff
327	0	138	131	58	-4.5%
828	83	0	25	719	-5.4%
234	109	46	0	79	-5.0%
544	49	443	52	0	-4.2%

Scenario: 2024
N/S Street: Tyler St
E/W Street: Grapefruit Blvd
Intersection #: 8



Scenario: 2027
N/S Street: Tyler St
E/W Street: Grapefruit Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		0	723	148	480
		0	547	137	282
0	0	0	0	0	0
535	405	0	0	127	278
230	213	0	209	0	4
593	348	0	338	10	0

First Row Iteration

	0	802	185	372	% diff
0	0	0	0	0	#DIV/0!
535	0	0	168	367	11%
230	0	226	0	4	25%
593	0	576	17	0	-23%

First Column Iteration

	0	723	148	480	% diff
0	0	0	0	0	#DIV/0!
609	0	0	134	475	14%
209	0	204	0	6	-9%
533	0	519	14	0	-10%

Second Row Iteration

	0	802	133	423	% diff
0	0	0	0	0	#DIV/0!
535	0	0	118	417	10.9%
230	0	224	0	6	-10.0%
593	0	578	15	0	-11.9%

Second Column Iteration

	0	723	148	480	% diff
0	0	0	0	0	#DIV/0!
605	0	0	131	473	12.9%
209	0	202	0	7	-9.2%
538	0	521	17	0	-9.3%

Third Row Iteration

	0	797	135	427	% diff
0	0	0	0	0	#DIV/0!
535	0	0	116	419	10.2%
230	0	223	0	8	-9.0%
593	0	574	19	0	-11.1%

Third Column Iteration

	0	723	148	480	% diff
0	0	0	0	0	#DIV/0!
599	0	0	128	472	12.0%
211	0	202	0	9	-8.5%
541	0	521	20	0	-8.7%

Fourth Row Iteration

	0	791	136	431	% diff
0	0	0	0	0	#DIV/0!
535	0	0	114	421	9.4%
230	0	221	0	9	-7.9%
593	0	570	22	0	-10.3%

Fourth Column Iteration

	0	723	148	480	% diff
0	0	0	0	0	#DIV/0!
594	0	0	124	470	10.9%
212	0	202	0	11	-7.8%
545	0	521	24	0	-8.0%

Fifth Row Iteration

	0	785	138	435	% diff
0	0	0	0	0	#DIV/0!
535	0	0	112	424	8.6%
230	0	219	0	11	-6.8%
593	0	566	26	0	-9.4%

Fifth Column Iteration

	0	723	148	480	% diff
0	0	0	0	0	#DIV/0!
587	0	0	120	468	9.8%
214	0	201	0	13	-7.0%
550	0	521	28	0	-7.2%

Sixth Row Iteration

	0	779	140	440	% diff
0	0	0	0	0	#DIV/0!
535	0	0	109	426	7.7%
230	0	217	0	14	-5.7%
593	0	562	31	0	-8.5%

Sixth Column Iteration

	0	723	148	480	% diff
0	0	0	0	0	#DIV/0!
581	0	0	116	465	8.6%
216	0	201	0	15	-6.2%
554	0	522	32	0	-6.5%

Seventh Row Iteration

	0	773	141	444	% diff
0	0	0	0	0	#DIV/0!
535	0	0	107	429	6.9%
230	0	214	0	16	-4.7%
593	0	558	35	0	-7.5%

Seventh Column Iteration

	0	723	148	480	% diff
0	0	0	0	0	#DIV/0!
575	0	0	112	463	7.4%
218	0	201	0	17	-5.4%
559	0	522	36	0	-5.8%

Eighth Row Iteration

	0	766	143	449	% diff
0	0	0	0	0	#DIV/0!
535	0	0	104	431	6.0%
230	0	212	0	18	-3.7%
593	0	554	39	0	-6.5%

Eighth Column Iteration

	0	723	148	480	% diff
0	0	0	0	0	#DIV/0!
569	0	0	108	461	6.3%
219	0	200	0	19	-4.7%
563	0	523	40	0	-5.0%

Ninth Row Iteration

	0	761	144	454	% diff
0	0	0	0	0	#DIV/0!
535	0	0	102	434	5.2%
230	0	210	0	20	-2.9%
593	0	551	42	0	-5.5%

Ninth Column Iteration

	0	723	148	480	% diff
0	0	0	0	0	#DIV/0!
564	0	0	105	459	5.3%
221	0	200	0	21	-4.0%
567	0	523	43	0	-4.4%

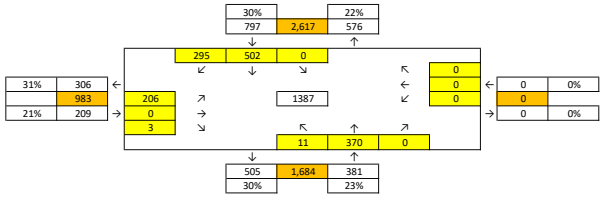
Tenth Row Iteration

	0	755	145	458	% diff
0	0	0	0	0	#DIV/0!
535	0	0	99	436	4.5%
230	0	208	0	22	-2.2%
593	0	547	45	0	-4.6%

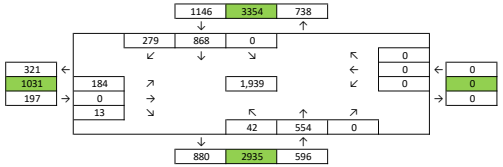
Tenth Column Iteration

	0	723	148	480	% diff
0	0	0	0	0	#DIV/0!
559	0	0	102	457	4.4%
222	0	199	0	23	-3.4%
570	0	524	46	0	-3.8%

Scenario: 2024
N/S Street: Tyler St
E/W Street: Grapefruit Blvd
Intersection #: 8



Scenario: 2027
N/S Street: Tyler St
E/W Street: Grapefruit Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		0	738	321	880
		0	576	306	505
0	0	0	0	0	0
1021	797	0	0	295	502
219	209	0	206	0	3
664	381	0	370	11	0

First Row Iteration

	0	861	397	647	% diff
0	0	0	0	0	#DIV/0!
1021	0	0	378	643	17%
219	0	216	0	3	24%
664	0	645	19	0	-27%

First Column Iteration

	0	738	321	880	% diff
0	0	0	0	0	#DIV/0!
1181	0	0	305	876	16%
190	0	185	0	4	-14%
568	0	553	15	0	-14%

Second Row Iteration

	0	860	282	762	% diff
0	0	0	0	0	#DIV/0!
1021	0	0	264	757	16.5%
219	0	214	0	5	-12.1%
664	0	646	18	0	-13.4%

Second Column Iteration

	0	738	321	880	% diff
0	0	0	0	0	#DIV/0!
1175	0	0	300	874	15.0%
190	0	184	0	6	-13.5%
575	0	554	21	0	-13.4%

Third Row Iteration

	0	853	285	767	% diff
0	0	0	0	0	#DIV/0!
1021	0	0	261	760	15.5%
219	0	213	0	7	-11.2%
664	0	640	24	0	-12.9%

Third Column Iteration

	0	738	321	880	% diff
0	0	0	0	0	#DIV/0!
1167	0	0	294	873	14.2%
192	0	184	0	8	-12.6%
581	0	554	27	0	-12.5%

Fourth Row Iteration

	0	844	288	773	% diff
0	0	0	0	0	#DIV/0!
1021	0	0	258	764	14.3%
219	0	211	0	9	-10.2%
664	0	633	31	0	-12.2%

Fourth Column Iteration

	0	738	321	880	% diff
0	0	0	0	0	#DIV/0!
1157	0	0	287	870	13.3%
194	0	184	0	10	-11.5%
588	0	554	34	0	-11.4%

Fifth Row Iteration

	0	834	292	779	% diff
0	0	0	0	0	#DIV/0!
1021	0	0	253	768	12.9%
219	0	208	0	11	-9.1%
664	0	626	38	0	-11.4%

Fifth Column Iteration

	0	738	321	880	% diff
0	0	0	0	0	#DIV/0!
1146	0	0	279	868	12.2%
197	0	184	0	13	-10.2%
596	0	554	42	0	-10.2%

Sixth Row Iteration

	0	822	295	787	% diff
0	0	0	0	0	#DIV/0!
1021	0	0	248	773	11.4%
219	0	205	0	14	-7.9%
664	0	617	47	0	-10.6%

Sixth Column Iteration

	0	738	321	880	% diff
0	0	0	0	0	#DIV/0!
1134	0	0	270	864	11.0%
200	0	184	0	16	-8.8%
605	0	554	51	0	-8.9%

Seventh Row Iteration

	0	810	299	796	% diff
0	0	0	0	0	#DIV/0!
1021	0	0	243	779	9.7%
219	0	202	0	17	-6.8%
664	0	608	56	0	-9.6%

Seventh Column Iteration

	0	738	321	880	% diff
0	0	0	0	0	#DIV/0!
1122	0	0	261	861	9.8%
203	0	184	0	19	-7.3%
614	0	554	60	0	-7.5%

Eighth Row Iteration

	0	798	303	805	% diff
0	0	0	0	0	#DIV/0!
1021	0	0	237	784	8.0%
219	0	199	0	21	-5.7%
664	0	599	65	0	-8.6%

Eighth Column Iteration

	0	738	321	880	% diff
0	0	0	0	0	#DIV/0!
1109	0	0	252	858	8.6%
206	0	184	0	22	-5.9%
623	0	554	69	0	-6.1%

Ninth Row Iteration

	0	786	305	814	% diff
0	0	0	0	0	#DIV/0!
1021	0	0	232	790	6.4%
219	0	195	0	24	-4.8%
664	0	590	74	0	-7.6%

Ninth Column Iteration

	0	738	321	880	% diff
0	0	0	0	0	#DIV/0!
1098	0	0	244	854	7.5%
209	0	184	0	26	-4.5%
632	0	555	77	0	-4.8%

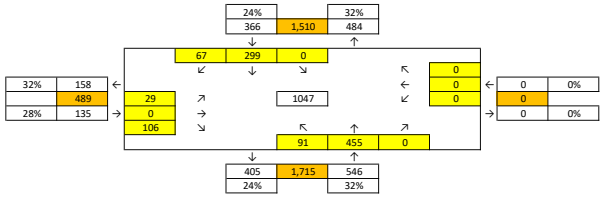
Tenth Row Iteration

	0	775	308	822	% diff
0	0	0	0	0	#DIV/0!
1021	0	0	227	795	5.0%
219	0	192	0	27	-4.1%
664	0	583	81	0	-6.6%

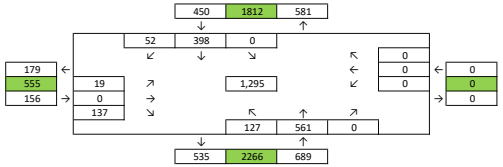
Tenth Column Iteration

	0	738	321	880	% diff
0	0	0	0	0	#DIV/0!
1087	0	0	236	851	6.5%
212	0	183	0	29	-3.3%
640	0	555	85	0	-3.6%

Scenario: 2024
N/S Street: Sunset Dr
E/W Street: Grapefruit Blvd
Intersection #: 9



Scenario: 2027
N/S Street: Sunset Dr
E/W Street: Grapefruit Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		0	581	179	535
		0	484	158	405
0	0	0	0	0	0
439	366	0	0	67	299
153	135	0	29	0	106
721	546	0	455	91	0

First Row Iteration

	0	634	201	479	% diff
0	0	0	0	0	#DIV/0!
439	0	0	80	359	9%
153	0	33	0	120	12%
721	0	601	120	0	-10%

First Column Iteration

	0	581	179	535	% diff
0	0	0	0	0	#DIV/0!
473	0	0	72	401	8%
165	0	30	0	134	7%
658	0	551	107	0	-9%

Second Row Iteration

	0	632	185	498	% diff
0	0	0	0	0	#DIV/0!
439	0	0	67	372	8.8%
153	0	28	0	125	2.9%
721	0	604	118	0	-7.0%

Second Column Iteration

	0	581	179	535	% diff
0	0	0	0	0	#DIV/0!
465	0	0	65	401	6.0%
160	0	26	0	135	4.7%
669	0	555	114	0	-7.2%

Third Row Iteration

	0	623	185	507	% diff
0	0	0	0	0	#DIV/0!
439	0	0	61	378	7.2%
153	0	25	0	129	2.9%
721	0	598	123	0	-5.3%

Third Column Iteration

	0	581	179	535	% diff
0	0	0	0	0	#DIV/0!
459	0	0	59	399	4.5%
159	0	23	0	136	3.7%
678	0	558	120	0	-6.1%

Fourth Row Iteration

	0	616	185	513	% diff
0	0	0	0	0	#DIV/0!
439	0	0	57	382	6.1%
153	0	22	0	131	2.9%
721	0	594	128	0	-4.1%

Fourth Column Iteration

	0	581	179	535	% diff
0	0	0	0	0	#DIV/0!
454	0	0	55	399	3.3%
158	0	21	0	137	2.8%
684	0	560	124	0	-5.2%

Fifth Row Iteration

	0	611	184	519	% diff
0	0	0	0	0	#DIV/0!
439	0	0	54	386	5.2%
153	0	20	0	133	2.8%
721	0	591	131	0	-3.1%

Fifth Column Iteration

	0	581	179	535	% diff
0	0	0	0	0	#DIV/0!
450	0	0	52	398	2.5%
156	0	19	0	137	2.1%
689	0	561	127	0	-4.5%

Sixth Row Iteration

	0	607	184	523	% diff
0	0	0	0	0	#DIV/0!
439	0	0	51	388	4.5%
153	0	19	0	134	2.7%
721	0	588	133	0	-2.3%

Sixth Column Iteration

	0	581	179	535	% diff
0	0	0	0	0	#DIV/0!
447	0	0	50	398	1.8%
156	0	18	0	137	1.6%
692	0	563	130	0	-4.0%

Seventh Row Iteration

	0	604	184	526	% diff
0	0	0	0	0	#DIV/0!
439	0	0	49	391	4.0%
153	0	18	0	135	2.5%
721	0	586	135	0	-1.7%

Seventh Column Iteration

	0	581	179	535	% diff
0	0	0	0	0	#DIV/0!
445	0	0	47	397	1.3%
155	0	17	0	138	1.1%
696	0	564	132	0	-3.6%

Eighth Row Iteration

	0	602	184	529	% diff
0	0	0	0	0	#DIV/0!
439	0	0	47	392	3.6%
153	0	17	0	136	2.4%
721	0	585	137	0	-1.2%

Eighth Column Iteration

	0	581	179	535	% diff
0	0	0	0	0	#DIV/0!
443	0	0	46	397	0.8%
154	0	16	0	138	0.7%
698	0	564	134	0	-3.2%

Ninth Row Iteration

	0	600	183	531	% diff
0	0	0	0	0	#DIV/0!
439	0	0	45	394	3.2%
153	0	16	0	137	2.3%
721	0	583	138	0	-0.8%

Ninth Column Iteration

	0	581	179	535	% diff
0	0	0	0	0	#DIV/0!
441	0	0	44	397	0.5%
154	0	16	0	138	0.4%
700	0	565	135	0	-3.0%

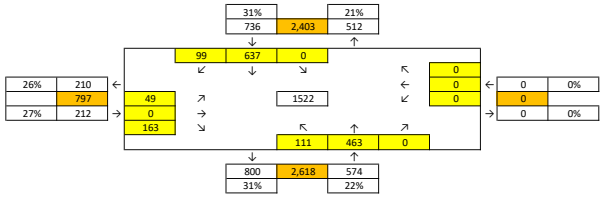
Tenth Row Iteration

	0	598	183	533	% diff
0	0	0	0	0	#DIV/0!
439	0	0	44	395	3.0%
153	0	16	0	138	2.2%
721	0	582	139	0	-0.5%

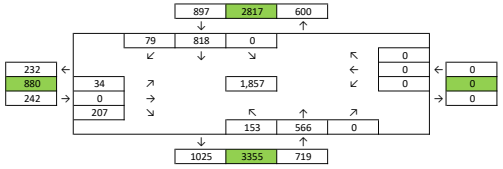
Tenth Column Iteration

	0	581	179	535	% diff
0	0	0	0	0	#DIV/0!
440	0	0	43	397	0.2%
153	0	15	0	138	0.1%
702	0	566	136	0	-2.7%

Scenario: 2024
N/S Street: Sunset Dr
E/W Street: Grapefruit Blvd
Intersection #: 9



Scenario: 2027
N/S Street: Sunset Dr
E/W Street: Grapefruit Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		0	600	232	1025
		0	512	210	800
0	0	0	0	0	0
863	736	0	0	99	637
234	212	0	49	0	163
736	574	0	463	111	0

First Row Iteration

	0	647	258	927	% diff
0	0	0	0	0	#DIV/0!
863	0	0	116	747	8%
234	0	54	0	180	11%
736	0	593	142	0	-10%

First Column Iteration

	0	600	232	1025	% diff
0	0	0	0	0	#DIV/0!
930	0	0	104	826	8%
249	0	50	0	199	6%
678	0	550	128	0	-8%

Second Row Iteration

	0	644	235	953	% diff
0	0	0	0	0	#DIV/0!
863	0	0	97	766	7.3%
234	0	47	0	187	1.4%
736	0	597	139	0	-7.0%

Second Column Iteration

	0	600	232	1025	% diff
0	0	0	0	0	#DIV/0!
919	0	0	95	824	6.6%
245	0	44	0	201	4.7%
693	0	556	137	0	-5.8%

Third Row Iteration

	0	632	234	966	% diff
0	0	0	0	0	#DIV/0!
863	0	0	89	773	5.4%
234	0	42	0	192	1.1%
736	0	591	145	0	-5.8%

Third Column Iteration

	0	600	232	1025	% diff
0	0	0	0	0	#DIV/0!
910	0	0	88	821	5.4%
244	0	40	0	204	4.2%
704	0	560	143	0	-4.3%

Fourth Row Iteration

	0	624	234	975	% diff
0	0	0	0	0	#DIV/0!
863	0	0	84	779	3.9%
234	0	38	0	196	0.8%
736	0	586	150	0	-4.9%

Fourth Column Iteration

	0	600	232	1025	% diff
0	0	0	0	0	#DIV/0!
902	0	0	83	819	4.6%
243	0	37	0	206	3.7%
712	0	563	149	0	-3.2%

Fifth Row Iteration

	0	617	233	982	% diff
0	0	0	0	0	#DIV/0!
863	0	0	80	783	2.9%
234	0	35	0	199	0.5%
736	0	582	154	0	-4.2%

Fifth Column Iteration

	0	600	232	1025	% diff
0	0	0	0	0	#DIV/0!
897	0	0	79	818	4.0%
242	0	34	0	207	3.3%
719	0	566	153	0	-2.3%

Sixth Row Iteration

	0	613	232	987	% diff
0	0	0	0	0	#DIV/0!
863	0	0	76	787	2.1%
234	0	33	0	201	0.3%
736	0	579	156	0	-3.7%

Sixth Column Iteration

	0	600	232	1025	% diff
0	0	0	0	0	#DIV/0!
893	0	0	76	817	3.5%
241	0	33	0	208	3.0%
724	0	568	156	0	-1.6%

Seventh Row Iteration

	0	609	232	992	% diff
0	0	0	0	0	#DIV/0!
863	0	0	73	789	1.4%
234	0	32	0	202	0.0%
736	0	577	159	0	-3.3%

Seventh Column Iteration

	0	600	232	1025	% diff
0	0	0	0	0	#DIV/0!
889	0	0	73	816	3.1%
240	0	31	0	209	2.7%
727	0	569	159	0	-1.1%

Eighth Row Iteration

	0	606	231	995	% diff
0	0	0	0	0	#DIV/0!
863	0	0	71	792	0.9%
234	0	30	0	204	-0.2%
736	0	575	160	0	-2.9%

Eighth Column Iteration

	0	600	232	1025	% diff
0	0	0	0	0	#DIV/0!
887	0	0	71	815	2.8%
240	0	30	0	210	2.5%
731	0	570	161	0	-0.7%

Ninth Row Iteration

	0	603	231	998	% diff
0	0	0	0	0	#DIV/0!
863	0	0	69	793	0.5%
234	0	29	0	205	-0.4%
736	0	574	162	0	-2.6%

Ninth Column Iteration

	0	600	232	1025	% diff
0	0	0	0	0	#DIV/0!
885	0	0	70	815	2.5%
239	0	29	0	210	2.3%
733	0	571	162	0	-0.3%

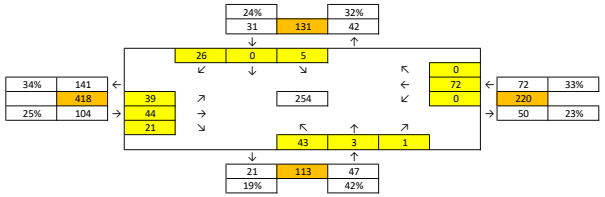
Tenth Row Iteration

	0	601	231	1000	% diff
0	0	0	0	0	#DIV/0!
863	0	0	68	795	0.2%
234	0	29	0	205	-0.5%
736	0	573	163	0	-2.4%

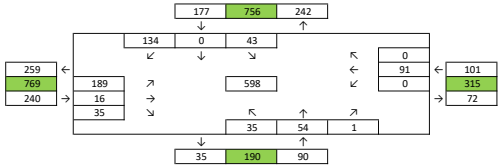
Tenth Column Iteration

	0	600	232	1025	% diff
0	0	0	0	0	#DIV/0!
883	0	0	68	815	2.3%
239	0	29	0	211	2.2%
735	0	572	164	0	0.0%

Scenario: 2024
N/S Street: Filmore St
E/W Street: Airport Blvd
Intersection #: 1



Scenario: 2030
N/S Street: Filmore St
E/W Street: Airport Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		72	242	259	35
		50	42	141	21
103	72	5	0	72	0
179	31	5	0	26	0
191	104	44	39	0	21
79	47	1	3	43	0

First Row Iteration

	119	77	325	39	% diff
103	7	0	103	0	66%
179	29	0	150	0	-68%
191	81	72	0	39	25%
79	2	5	72	0	9%

First Column Iteration

	72	242	259	35	% diff
86	4	0	82	0	-16%
137	17	0	120	0	-23%
311	49	226	0	35	62%
75	1	16	58	0	-6%

Second Row Iteration

	59	156	315	22	% diff
103	5	0	98	0	-17.5%
179	23	0	156	0	-35.5%
191	30	139	0	22	21.5%
79	1	17	61	0	-38.4%

Second Column Iteration

	72	242	259	35	% diff
87	6	0	81	0	-15.8%
156	28	0	129	0	-12.8%
288	36	216	0	35	50.5%
78	1	26	50	0	-1.6%

Third Row Iteration

	65	170	294	23	% diff
103	7	0	96	0	-9.8%
179	32	0	147	0	-29.8%
191	24	144	0	23	13.4%
79	1	27	51	0	-33.6%

Third Column Iteration

	72	242	259	35	% diff
93	8	0	84	0	-10.2%
165	35	0	130	0	-7.8%
267	27	205	0	35	39.4%
84	1	38	45	0	6.8%

Fourth Row Iteration

	68	182	277	25	% diff
103	9	0	94	0	-5.3%
179	38	0	141	0	-24.8%
191	19	147	0	25	6.8%
79	1	35	42	0	-28.3%

Fourth Column Iteration

	72	242	259	35	% diff
98	10	0	88	0	-5.3%
172	40	0	132	0	-3.8%
251	20	195	0	35	31.1%
88	1	47	40	0	11.5%

Fifth Row Iteration

	69	191	266	27	% diff
103	10	0	93	0	-4.0%
179	42	0	137	0	-21.1%
191	16	149	0	27	2.4%
79	1	42	35	0	-23.7%

Fifth Column Iteration

	72	242	259	35	% diff
101	11	0	91	0	-1.7%
177	43	0	134	0	-0.8%
240	16	189	0	35	25.6%
90	1	54	35	0	13.4%

Sixth Row Iteration

	69	198	258	28	% diff
103	11	0	92	0	-4.1%
179	44	0	135	0	-18.5%
191	13	150	0	28	-0.6%
79	1	47	31	0	-20.4%

Sixth Column Iteration

	72	242	259	35	% diff
104	11	0	93	0	1.0%
182	46	0	136	0	1.5%
233	13	184	0	35	21.8%
90	1	58	31	0	13.8%

Seventh Row Iteration

	68	202	253	29	% diff
103	11	0	92	0	-4.6%
179	45	0	134	0	-16.5%
191	11	151	0	29	-2.5%
79	1	51	27	0	-17.9%

Seventh Column Iteration

	72	242	259	35	% diff
106	12	0	94	0	2.8%
185	47	0	137	0	3.2%
228	12	181	0	35	19.3%
90	1	61	28	0	13.7%

Eighth Row Iteration

	68	206	249	30	% diff
103	11	0	92	0	-5.3%
179	46	0	133	0	-15.1%
191	10	152	0	30	-3.9%
79	1	54	24	0	-16.2%

Eighth Column Iteration

	72	242	259	35	% diff
107	12	0	95	0	4.3%
187	48	0	139	0	4.5%
225	10	179	0	35	17.4%
90	1	63	25	0	13.4%

Ninth Row Iteration

	67	208	247	30	% diff
103	12	0	92	0	-5.9%
179	46	0	133	0	-14.1%
191	9	153	0	30	-4.9%
79	1	56	22	0	-14.8%

Ninth Column Iteration

	72	242	259	35	% diff
109	12	0	96	0	5.3%
189	49	0	140	0	5.5%
222	9	178	0	35	16.1%
89	1	65	23	0	13.1%

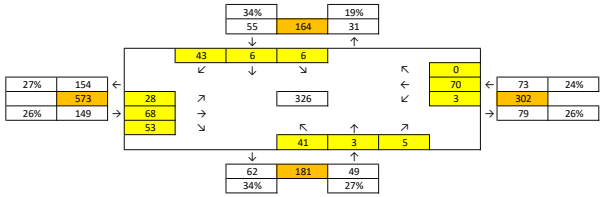
Tenth Row Iteration

	67	210	245	30	% diff
103	12	0	91	0	-6.4%
179	47	0	132	0	-13.2%
191	8	153	0	30	-5.7%
79	1	57	21	0	-13.8%

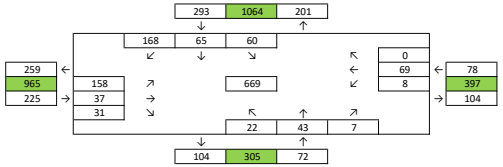
Tenth Column Iteration

	72	242	259	35	% diff
109	12	0	97	0	6.1%
190	50	0	140	0	6.2%
220	9	176	0	35	15.0%
89	1	66	22	0	12.7%

Scenario: 2024
N/S Street: Filmore St
E/W Street: Airport Blvd
Intersection #: 1



Scenario: 2030
N/S Street: Filmore St
E/W Street: Airport Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		104	201	259	104
		79	31	154	62
96	73	0	0	70	3
357	55	6	0	43	6
251	149	68	28	0	53
83	49	5	3	41	0

First Row Iteration

	162	52	440	132	% diff
96	0	0	92	4	56%
357	39	0	279	39	-74%
251	115	47	0	89	70%
83	8	5	69	0	26%

First Column Iteration

	104	201	259	104	% diff
57	0	0	54	3	-40%
220	25	0	164	31	-38%
326	73	182	0	71	30%
66	5	19	41	0	-21%

Second Row Iteration

	104	164	408	109	% diff
96	0	0	91	5	0.0%
357	40	0	266	50	-18.2%
251	57	140	0	54	57.5%
83	7	25	51	0	4.8%

Second Column Iteration

	104	201	259	104	% diff
63	0	0	58	5	-34.8%
257	40	0	169	48	-27.9%
280	57	171	0	52	11.4%
69	7	30	33	0	-16.0%

Third Row Iteration

	115	189	362	120	% diff
96	0	0	88	8	10.7%
357	56	0	235	66	-5.9%
251	51	154	0	47	39.5%
83	8	36	39	0	15.1%

Third Column Iteration

	104	201	259	104	% diff
70	0	0	63	7	-27.1%
276	51	0	168	57	-22.6%
250	46	163	0	40	-0.6%
73	7	38	28	0	-11.5%

Fourth Row Iteration

	120	207	336	124	% diff
96	0	0	87	9	15.4%
357	65	0	217	74	2.9%
251	46	164	0	41	29.4%
83	8	43	31	0	18.6%

Fourth Column Iteration

	104	201	259	104	% diff
75	0	0	67	8	-22.0%
287	57	0	168	62	-19.5%
234	40	159	0	34	-6.9%
73	7	42	24	0	-11.5%

Fifth Row Iteration

	121	218	322	124	% diff
96	0	0	86	10	17.0%
357	70	0	209	78	8.5%
251	43	171	0	37	24.2%
83	8	47	27	0	19.0%

Fifth Column Iteration

	104	201	259	104	% diff
78	0	0	69	8	-19.2%
293	60	0	168	65	-17.8%
225	37	158	0	31	-10.2%
72	7	43	22	0	-12.4%

Sixth Row Iteration

	122	225	315	124	% diff
96	0	0	86	10	17.5%
357	73	0	204	79	11.9%
251	41	176	0	34	21.5%
83	8	49	25	0	18.7%

Sixth Column Iteration

	104	201	259	104	% diff
79	0	0	71	9	-17.5%
297	62	0	168	67	-16.7%
221	35	157	0	29	-12.0%
72	7	44	21	0	-13.2%

Seventh Row Iteration

	122	229	311	124	% diff
96	0	0	86	10	17.6%
357	75	0	202	80	14.0%
251	40	178	0	33	20.0%
83	8	51	24	0	18.4%

Seventh Column Iteration

	104	201	259	104	% diff
80	0	0	71	9	-16.5%
300	64	0	168	68	-16.0%
218	34	156	0	28	-13.1%
71	7	45	20	0	-13.8%

Eighth Row Iteration

	122	232	309	123	% diff
96	0	0	85	11	17.6%
357	76	0	200	81	15.3%
251	39	180	0	32	19.1%
83	8	52	23	0	18.1%

Eighth Column Iteration

	104	201	259	104	% diff
81	0	0	72	9	-15.9%
301	64	0	168	68	-15.6%
216	33	156	0	27	-13.8%
71	6	45	19	0	-14.2%

Ninth Row Iteration

	122	234	307	123	% diff
96	0	0	85	11	17.6%
357	76	0	199	81	16.2%
251	38	181	0	32	18.5%
83	8	52	23	0	17.9%

Ninth Column Iteration

	104	201	259	104	% diff
81	0	0	72	9	-15.6%
302	65	0	168	69	-15.4%
215	32	156	0	27	-14.2%
71	6	45	19	0	-14.5%

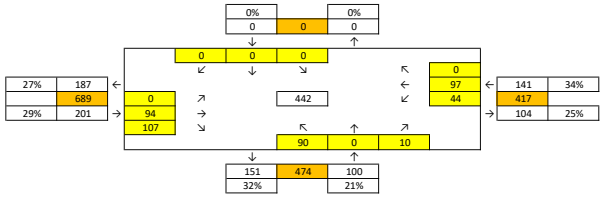
Tenth Row Iteration

	122	235	306	123	% diff
96	0	0	85	11	17.6%
357	77	0	199	81	16.7%
251	38	182	0	31	18.2%
83	8	53	22	0	17.8%

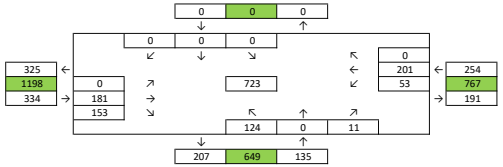
Tenth Column Iteration

	104	201	259	104	% diff
81	0	0	72	9	-15.3%
303	65	0	168	69	-15.2%
215	32	156	0	26	-14.5%
70	6	45	19	0	-14.6%

Scenario: 2024
N/S Street: SR-86 NB Ramps
E/W Street: Airport Blvd
Intersection #: 2



Scenario: 2030
N/S Street: SR-86 NB Ramps
E/W Street: Airport Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		191	0	325	207
		104	0	187	151
259	141	0	0	97	44
0	0	0	0	0	0
349	201	94	0	0	107
137	100	10	0	90	0

First Row Iteration

					% diff
		177	0	302	267
259	141	0	0	178	81	-7%
0	0	0	0	0	0	#DIV/0!
349	201	163	0	0	186	-7%
137	100	14	0	123	0	29%

First Column Iteration

					% diff
		191	0	325	207
255	141	0	0	192	63	-2%
0	0	0	0	0	0	#DIV/0!
321	201	177	0	0	144	-8%
148	100	15	0	133	0	8%

Second Row Iteration

					% diff
		206	0	319	221
259	141	0	0	196	64	7.8%
0	0	0	0	0	0	#DIV/0!
349	201	192	0	0	157	-1.9%
137	100	14	0	123	0	6.8%

Second Column Iteration

					% diff
		191	0	325	207
259	141	0	0	199	60	-0.1%
0	0	0	0	0	0	#DIV/0!
326	201	179	0	0	147	-6.8%
138	100	13	0	126	0	1.1%

Third Row Iteration

					% diff
		204	0	324	218
259	141	0	0	200	60	6.8%
0	0	0	0	0	0	#DIV/0!
349	201	192	0	0	158	-0.4%
137	100	13	0	124	0	5.2%

Third Column Iteration

					% diff
		191	0	325	207
257	141	0	0	200	57	-0.9%
0	0	0	0	0	0	#DIV/0!
329	201	179	0	0	150	-5.7%
137	100	12	0	125	0	-0.2%

Fourth Row Iteration

					% diff
		202	0	327	216
259	141	0	0	202	57	5.7%
0	0	0	0	0	0	#DIV/0!
349	201	190	0	0	159	0.6%
137	100	12	0	125	0	4.6%

Fourth Column Iteration

					% diff
		191	0	325	207
256	141	0	0	201	55	-1.5%
0	0	0	0	0	0	#DIV/0!
332	201	180	0	0	152	-5.0%
135	100	11	0	124	0	-1.0%

Fifth Row Iteration

					% diff
		201	0	329	216
259	141	0	0	204	56	5.0%
0	0	0	0	0	0	#DIV/0!
349	201	190	0	0	160	1.3%
137	100	11	0	126	0	4.2%

Fifth Column Iteration

					% diff
		191	0	325	207
254	141	0	0	201	53	-1.9%
0	0	0	0	0	0	#DIV/0!
334	201	181	0	0	153	-4.4%
135	100	11	0	124	0	-1.6%

Sixth Row Iteration

					% diff
		200	0	331	215
259	141	0	0	205	54	4.5%
0	0	0	0	0	0	#DIV/0!
349	201	189	0	0	161	1.8%
137	100	11	0	126	0	3.9%

Sixth Column Iteration

					% diff
		191	0	325	207
254	141	0	0	201	52	-2.2%
0	0	0	0	0	0	#DIV/0!
335	201	181	0	0	155	-4.1%
134	100	10	0	124	0	-2.0%

Seventh Row Iteration

					% diff
		199	0	332	214
259	141	0	0	206	53	4.1%
0	0	0	0	0	0	#DIV/0!
349	201	188	0	0	161	2.2%
137	100	11	0	126	0	3.7%

Seventh Column Iteration

					% diff
		191	0	325	207
253	141	0	0	202	51	-2.4%
0	0	0	0	0	0	#DIV/0!
336	201	181	0	0	155	-3.8%
134	100	10	0	124	0	-2.3%

Eighth Row Iteration

					% diff
		199	0	333	214
259	141	0	0	207	53	3.8%
0	0	0	0	0	0	#DIV/0!
349	201	188	0	0	161	2.4%
137	100	10	0	126	0	3.6%

Eighth Column Iteration

					% diff
		191	0	325	207
253	141	0	0	202	51	-2.6%
0	0	0	0	0	0	#DIV/0!
337	201	181	0	0	156	-3.6%
134	100	10	0	123	0	-2.5%

Ninth Row Iteration

					% diff
		198	0	334	214
259	141	0	0	207	52	3.7%
0	0	0	0	0	0	#DIV/0!
349	201	188	0	0	162	2.6%
137	100	10	0	127	0	3.5%

Ninth Column Iteration

					% diff
		191	0	325	207
252	141	0	0	202	51	-2.7%
0	0	0	0	0	0	#DIV/0!
337	201	181	0	0	156	-3.4%
133	100	10	0	123	0	-2.6%

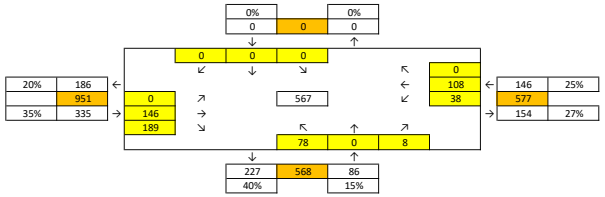
Tenth Row Iteration

					% diff
		198	0	334	214
259	141	0	0	207	52	3.5%
0	0	0	0	0	0	#DIV/0!
349	201	188	0	0	162	2.7%
137	100	10	0	127	0	3.4%

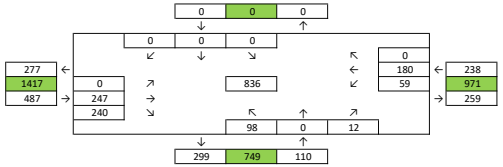
Tenth Column Iteration

					% diff
		191	0	325	207
252	141	0	0	202	50	-2.8%
0	0	0	0	0	0	#DIV/0!
338	201	181	0	0	156	-3.3%
133	100	10	0	123	0	-2.7%

Scenario: 2024
N/S Street: SR-86 NB Ramps
E/W Street: Airport Blvd
Intersection #: 2



Scenario: 2030
N/S Street: SR-86 NB Ramps
E/W Street: Airport Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		259	0	277	299
		154	0	186	227
246	146	0	0	108	38
0	0	0	0	0	0
499	335	146	0	0	189
113	86	8	0	78	0

First Row Iteration

					% diff
	228	0	285	346	
246	0	0	182	64	-12%
0	0	0	0	0	#DIV/0!
499	218	0	0	282	3%
113	11	0	103	0	15%

First Column Iteration

					% diff
	259	0	277	299	
232	0	0	177	55	-5%
0	0	0	0	0	#DIV/0!
491	247	0	0	244	-2%
112	12	0	100	0	-1%

Second Row Iteration

					% diff
	263	0	288	307	
246	0	0	187	59	1.6%
0	0	0	0	0	#DIV/0!
499	251	0	0	248	4.1%
113	12	0	101	0	2.4%

Second Column Iteration

					% diff
	259	0	277	299	
237	0	0	180	57	-3.5%
0	0	0	0	0	#DIV/0!
489	247	0	0	242	-2.0%
109	12	0	97	0	-3.7%

Third Row Iteration

					% diff
	265	0	287	306	
246	0	0	186	59	2.1%
0	0	0	0	0	#DIV/0!
499	252	0	0	247	3.7%
113	12	0	101	0	2.3%

Third Column Iteration

					% diff
	259	0	277	299	
238	0	0	180	58	-3.3%
0	0	0	0	0	#DIV/0!
488	247	0	0	241	-2.2%
110	12	0	97	0	-3.4%

Fourth Row Iteration

					% diff
	265	0	287	307	
246	0	0	186	60	2.3%
0	0	0	0	0	#DIV/0!
499	252	0	0	247	3.4%
113	13	0	101	0	2.4%

Fourth Column Iteration

					% diff
	259	0	277	299	
238	0	0	180	58	-3.1%
0	0	0	0	0	#DIV/0!
488	247	0	0	241	-2.3%
110	12	0	98	0	-3.2%

Fifth Row Iteration

					% diff
	265	0	286	307	
246	0	0	185	60	2.4%
0	0	0	0	0	#DIV/0!
499	253	0	0	246	3.2%
113	13	0	101	0	2.5%

Fifth Column Iteration

					% diff
	259	0	277	299	
238	0	0	180	59	-3.0%
0	0	0	0	0	#DIV/0!
487	247	0	0	240	-2.4%
110	12	0	98	0	-3.0%

Sixth Row Iteration

					% diff
	266	0	286	307	
246	0	0	185	61	2.5%
0	0	0	0	0	#DIV/0!
499	253	0	0	246	3.1%
113	13	0	101	0	2.6%

Sixth Column Iteration

					% diff
	259	0	277	299	
239	0	0	180	59	-2.9%
0	0	0	0	0	#DIV/0!
487	247	0	0	240	-2.5%
110	12	0	98	0	-2.9%

Seventh Row Iteration

					% diff
	266	0	285	307	
246	0	0	185	61	2.5%
0	0	0	0	0	#DIV/0!
499	253	0	0	246	3.0%
113	13	0	101	0	2.6%

Seventh Column Iteration

					% diff
	259	0	277	299	
239	0	0	179	59	-2.8%
0	0	0	0	0	#DIV/0!
487	247	0	0	240	-2.5%
110	13	0	98	0	-2.8%

Eighth Row Iteration

					% diff
	266	0	285	307	
246	0	0	185	61	2.6%
0	0	0	0	0	#DIV/0!
499	253	0	0	246	2.9%
113	13	0	101	0	2.6%

Eighth Column Iteration

					% diff
	259	0	277	299	
239	0	0	179	59	-2.8%
0	0	0	0	0	#DIV/0!
486	247	0	0	240	-2.5%
110	13	0	98	0	-2.8%

Ninth Row Iteration

					% diff
	266	0	285	307	
246	0	0	185	61	2.6%
0	0	0	0	0	#DIV/0!
499	253	0	0	246	2.8%
113	13	0	100	0	2.7%

Ninth Column Iteration

					% diff
	259	0	277	299	
239	0	0	179	60	-2.7%
0	0	0	0	0	#DIV/0!
486	247	0	0	240	-2.6%
110	13	0	98	0	-2.7%

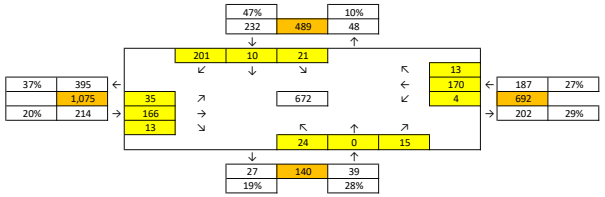
Tenth Row Iteration

					% diff
	266	0	285	307	
246	0	0	184	61	2.6%
0	0	0	0	0	#DIV/0!
499	253	0	0	246	2.8%
113	13	0	100	0	2.7%

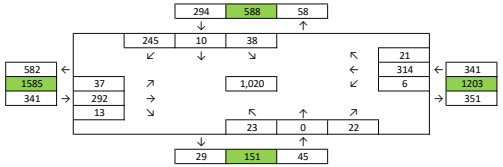
Tenth Column Iteration

					% diff
	259	0	277	299	
239	0	0	179	60	-2.7%
0	0	0	0	0	#DIV/0!
486	247	0	0	240	-2.6%
110	13	0	98	0	-2.7%

Scenario: 2024
N/S Street: SR-86 SB Ramps
E/W Street: Airport Blvd
Intersection #: 3



Scenario: 2030
N/S Street: SR-86 SB Ramps
E/W Street: Airport Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		351	58	582	29
		202	48	395	27
325	187	0	13	170	4
279	232	21	0	201	10
316	214	166	35	0	13
42	39	15	0	24	0

First Row Iteration

	286	74	563	38	% diff
325	0	23	296	7	-19%
279	25	0	242	12	29%
316	245	52	0	19	-3%
42	16	0	26	0	31%

First Column Iteration

	351	58	582	29	% diff
329	0	18	306	5	1%
290	31	0	250	9	4%
355	300	40	0	15	13%
47	20	0	27	0	11%

Second Row Iteration

	315	53	567	27	% diff
325	0	17	302	5	-10.4%
279	30	0	240	9	-8.1%
316	267	36	0	13	-2.7%
42	18	0	24	0	-7.0%

Second Column Iteration

	351	58	582	29	% diff
335	0	19	311	6	3.1%
290	33	0	247	9	3.8%
351	298	39	0	14	11.1%
45	20	0	25	0	6.5%

Third Row Iteration

	319	53	562	27	% diff
325	0	18	301	5	-9.2%
279	32	0	238	9	-7.7%
316	268	35	0	13	-3.4%
42	19	0	23	0	-6.6%

Third Column Iteration

	351	58	582	29	% diff
338	0	20	312	6	3.9%
291	35	0	246	10	4.4%
347	295	38	0	13	9.8%
45	21	0	24	0	6.5%

Fourth Row Iteration

	322	54	559	27	% diff
325	0	19	300	6	-8.3%
279	34	0	236	9	-7.2%
316	269	34	0	12	-4.1%
42	19	0	23	0	-6.3%

Fourth Column Iteration

	351	58	582	29	% diff
340	0	21	313	6	4.5%
293	37	0	246	10	4.9%
343	293	37	0	13	8.8%
45	21	0	24	0	6.5%

Fifth Row Iteration

	324	54	556	27	% diff
325	0	20	300	6	-7.6%
279	35	0	234	10	-6.7%
316	269	34	0	12	-4.5%
42	20	0	22	0	-6.1%

Fifth Column Iteration

	351	58	582	29	% diff
341	0	21	314	6	4.9%
294	38	0	245	10	5.2%
341	292	37	0	13	8.1%
45	22	0	23	0	6.4%

Sixth Row Iteration

	326	54	554	27	% diff
325	0	20	299	6	-7.1%
279	36	0	233	10	-6.4%
316	270	34	0	12	-4.9%
42	20	0	22	0	-6.0%

Sixth Column Iteration

	351	58	582	29	% diff
342	0	22	314	6	5.2%
294	39	0	245	10	5.5%
339	290	36	0	13	7.5%
45	22	0	23	0	6.3%

Seventh Row Iteration

	328	54	553	27	% diff
325	0	20	299	6	-6.7%
279	37	0	232	10	-6.2%
316	270	34	0	12	-5.1%
42	20	0	22	0	-5.9%

Seventh Column Iteration

	351	58	582	29	% diff
343	0	22	315	6	5.5%
295	40	0	245	10	5.7%
338	290	36	0	12	7.1%
45	22	0	23	0	6.3%

Eighth Row Iteration

	328	54	552	27	% diff
325	0	21	298	6	-6.5%
279	37	0	232	10	-6.1%
316	270	33	0	12	-5.3%
42	21	0	21	0	-5.9%

Eighth Column Iteration

	351	58	582	29	% diff
343	0	22	315	6	5.7%
295	40	0	245	10	5.8%
337	289	36	0	12	6.8%
45	22	0	23	0	6.2%

Ninth Row Iteration

	329	54	551	27	% diff
325	0	21	298	6	-6.3%
279	38	0	231	10	-6.0%
316	271	33	0	12	-5.4%
42	21	0	21	0	-5.8%

Ninth Column Iteration

	351	58	582	29	% diff
344	0	22	315	6	5.8%
295	40	0	245	10	5.9%
336	289	36	0	12	6.6%
45	22	0	22	0	6.2%

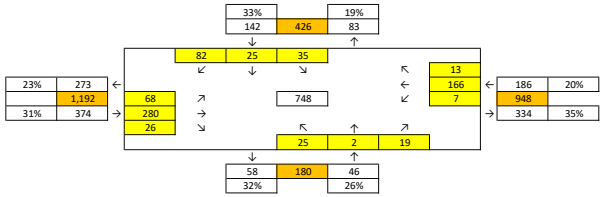
Tenth Row Iteration

	330	54	550	27	% diff
325	0	21	298	6	-6.1%
279	38	0	231	10	-5.9%
316	271	33	0	12	-5.5%
42	21	0	21	0	-5.8%

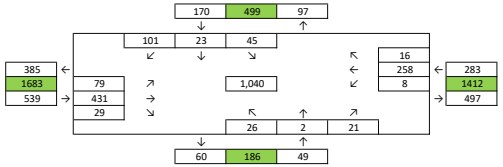
Tenth Column Iteration

	351	58	582	29	% diff
344	0	22	315	6	5.9%
296	41	0	244	10	5.9%
336	288	35	0	12	6.5%
45	22	0	22	0	6.2%

Scenario: 2024
N/S Street: SR-86 SB Ramps
E/W Street: Airport Blvd
Intersection #: 3



Scenario: 2030
N/S Street: SR-86 SB Ramps
E/W Street: Airport Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		497	97	385	60
		334	83	273	58
277	186	0	13	166	7
166	142	35	0	82	25
528	374	280	68	0	26
48	46	19	2	25	0

First Row Iteration

	456	117	369	76	% diff
277	0	19	247	10	-8%
166	41	0	96	29	21%
528	395	96	0	37	-4%
48	20	2	26	0	28%

First Column Iteration

	497	97	385	60	% diff
282	0	16	258	8	2%
168	45	0	100	23	1%
540	431	79	0	29	2%
50	21	2	27	0	5%

Second Row Iteration

	487	95	378	59	% diff
277	0	16	253	8	-2.2%
166	44	0	99	23	-2.2%
528	422	78	0	28	-1.9%
48	20	2	26	0	-1.7%

Second Column Iteration

	497	97	385	60	% diff
282	0	16	258	8	1.9%
170	45	0	101	23	2.0%
540	431	79	0	29	2.2%
49	21	2	26	0	2.1%

Third Row Iteration

	487	95	378	59	% diff
277	0	16	253	8	-2.1%
166	44	0	99	23	-2.1%
528	422	78	0	28	-1.9%
48	20	2	26	0	-2.0%

Third Column Iteration

	497	97	385	60	% diff
282	0	16	258	8	2.0%
170	45	0	101	23	2.0%
539	431	79	0	29	2.2%
49	21	2	26	0	2.0%

Fourth Row Iteration

	487	95	378	59	% diff
277	0	16	253	8	-2.1%
166	44	0	99	23	-2.1%
528	422	78	0	28	-1.9%
48	20	2	26	0	-2.0%

Fourth Column Iteration

	497	97	385	60	% diff
283	0	16	258	8	2.0%
170	45	0	101	23	2.0%
539	431	79	0	29	2.1%
49	21	2	26	0	2.1%

Fifth Row Iteration

	487	95	378	59	% diff
277	0	16	253	8	-2.1%
166	44	0	99	23	-2.1%
528	422	78	0	28	-2.0%
48	20	2	26	0	-2.0%

Fifth Column Iteration

	497	97	385	60	% diff
283	0	16	258	8	2.0%
170	45	0	101	23	2.0%
539	431	79	0	29	2.1%
49	21	2	26	0	2.1%

Sixth Row Iteration

	487	95	378	59	% diff
277	0	16	253	8	-2.1%
166	45	0	99	23	-2.1%
528	422	78	0	28	-2.0%
48	20	2	26	0	-2.0%

Sixth Column Iteration

	497	97	385	60	% diff
283	0	16	258	8	2.0%
170	45	0	101	23	2.1%
539	431	79	0	29	2.1%
49	21	2	26	0	2.1%

Seventh Row Iteration

	487	95	378	59	% diff
277	0	16	253	8	-2.1%
166	45	0	99	23	-2.0%
528	422	78	0	28	-2.0%
48	20	2	25	0	-2.0%

Seventh Column Iteration

	497	97	385	60	% diff
283	0	16	258	8	2.0%
170	45	0	101	23	2.1%
539	431	79	0	29	2.1%
49	21	2	26	0	2.1%

Eighth Row Iteration

	487	95	378	59	% diff
277	0	16	253	8	-2.0%
166	45	0	99	23	-2.0%
528	422	78	0	28	-2.0%
48	20	2	25	0	-2.0%

Eighth Column Iteration

	497	97	385	60	% diff
283	0	16	258	8	2.1%
170	45	0	101	23	2.1%
539	431	79	0	29	2.1%
49	21	2	26	0	2.1%

Ninth Row Iteration

	487	95	378	59	% diff
277	0	16	253	8	-2.0%
166	45	0	99	23	-2.0%
528	422	78	0	28	-2.0%
48	20	2	25	0	-2.0%

Ninth Column Iteration

	497	97	385	60	% diff
283	0	16	258	8	2.1%
170	46	0	101	23	2.1%
539	431	79	0	29	2.1%
49	21	2	26	0	2.1%

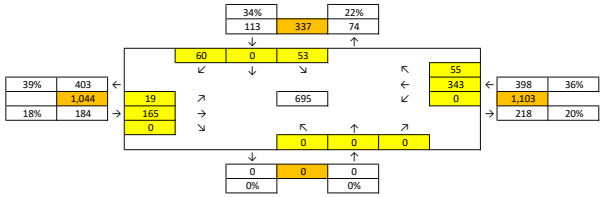
Tenth Row Iteration

	487	95	378	59	% diff
277	0	16	253	8	-2.0%
166	45	0	99	23	-2.0%
528	422	78	0	28	-2.0%
48	20	2	25	0	-2.0%

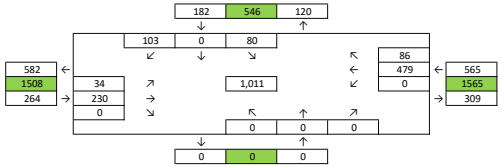
Tenth Column Iteration

	497	97	385	60	% diff
283	0	16	258	8	2.1%
170	46	0	101	23	2.1%
539	431	79	0	29	2.1%
49	21	2	26	0	2.1%

Scenario: 2024
N/S Street: Palm St
E/W Street: Airport Blvd
Intersection #: 4



Scenario: 2030
N/S Street: Palm St
E/W Street: Airport Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		309	120	582	0
		218	74	403	0
565	398	0	55	343	0
183	113	53	0	60	0
266	184	165	19	0	0
0	0	0	0	0	0

First Row Iteration

	324	105	584	0	% diff
565	0	78	487	0	5%
183	86	0	97	0	-12%
266	238	27	0	0	0%
0	0	0	0	0	#DIV/0!

First Column Iteration

	309	120	582	0	% diff
574	0	89	485	0	2%
179	82	0	97	0	-2%
259	227	31	0	0	-3%
0	0	0	0	0	#DIV/0!

Second Row Iteration

	318	119	577	0	% diff
565	0	87	477	0	2.7%
183	84	0	99	0	-0.5%
266	234	32	0	0	-0.9%
0	0	0	0	0	#DIV/0!

Second Column Iteration

	309	120	582	0	% diff
570	0	88	482	0	0.9%
182	82	0	100	0	-0.7%
260	228	32	0	0	-2.2%
0	0	0	0	0	#DIV/0!

Third Row Iteration

	315	120	579	0	% diff
565	0	87	478	0	1.9%
183	82	0	101	0	0.0%
266	233	33	0	0	-0.6%
0	0	0	0	0	#DIV/0!

Third Column Iteration

	309	120	582	0	% diff
568	0	87	481	0	0.5%
182	81	0	101	0	-0.5%
262	229	33	0	0	-1.6%
0	0	0	0	0	#DIV/0!

Fourth Row Iteration

	313	120	580	0	% diff
565	0	86	478	0	1.3%
183	81	0	102	0	0.1%
266	232	33	0	0	-0.3%
0	0	0	0	0	#DIV/0!

Fourth Column Iteration

	309	120	582	0	% diff
566	0	86	480	0	0.3%
182	80	0	102	0	-0.4%
263	229	33	0	0	-1.2%
0	0	0	0	0	#DIV/0!

Fifth Row Iteration

	312	120	581	0	% diff
565	0	86	479	0	1.0%
183	80	0	103	0	0.1%
266	232	34	0	0	-0.2%
0	0	0	0	0	#DIV/0!

Fifth Column Iteration

	309	120	582	0	% diff
565	0	86	479	0	0.1%
182	80	0	103	0	-0.3%
264	230	34	0	0	-0.9%
0	0	0	0	0	#DIV/0!

Sixth Row Iteration

	312	120	582	0	% diff
565	0	86	479	0	0.7%
183	80	0	103	0	0.2%
266	232	34	0	0	0.0%
0	0	0	0	0	#DIV/0!

Sixth Column Iteration

	309	120	582	0	% diff
565	0	86	479	0	0.0%
183	79	0	103	0	-0.3%
264	230	34	0	0	-0.6%
0	0	0	0	0	#DIV/0!

Seventh Row Iteration

	311	120	582	0	% diff
565	0	86	479	0	0.6%
183	80	0	104	0	0.2%
266	232	34	0	0	0.0%
0	0	0	0	0	#DIV/0!

Seventh Column Iteration

	309	120	582	0	% diff
564	0	86	479	0	-0.1%
183	79	0	103	0	-0.3%
264	230	34	0	0	-0.5%
0	0	0	0	0	#DIV/0!

Eighth Row Iteration

	311	120	583	0	% diff
565	0	86	479	0	0.5%
183	79	0	104	0	0.2%
266	231	34	0	0	0.1%
0	0	0	0	0	#DIV/0!

Eighth Column Iteration

	309	120	582	0	% diff
564	0	86	478	0	-0.1%
183	79	0	104	0	-0.3%
265	230	34	0	0	-0.4%
0	0	0	0	0	#DIV/0!

Ninth Row Iteration

	310	120	583	0	% diff
565	0	86	479	0	0.4%
183	79	0	104	0	0.2%
266	231	34	0	0	0.1%
0	0	0	0	0	#DIV/0!

Ninth Column Iteration

	309	120	582	0	% diff
564	0	86	478	0	-0.2%
183	79	0	104	0	-0.2%
265	230	34	0	0	-0.4%
0	0	0	0	0	#DIV/0!

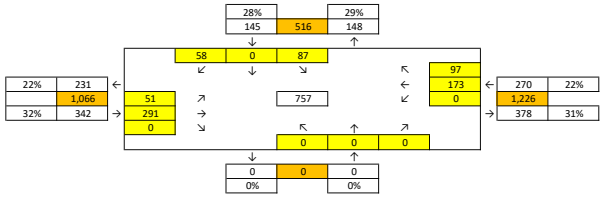
Tenth Row Iteration

	310	120	583	0	% diff
565	0	86	479	0	0.3%
183	79	0	104	0	0.2%
266	231	35	0	0	0.2%
0	0	0	0	0	#DIV/0!

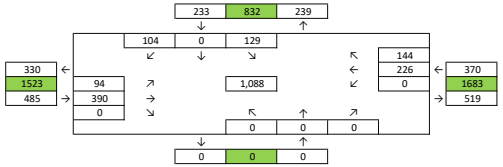
Tenth Column Iteration

	309	120	582	0	% diff
564	0	85	478	0	-0.2%
183	79	0	104	0	-0.2%
265	231	34	0	0	-0.3%
0	0	0	0	0	#DIV/0!

Scenario: 2024
N/S Street: Palm St
E/W Street: Airport Blvd
Intersection #: 4



Scenario: 2030
N/S Street: Palm St
E/W Street: Airport Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		519	239	330	0
		378	148	231	0
371	270	0	97	173	0
234	145	87	0	58	0
489	342	291	51	0	0
0	0	0	0	0	0

First Row Iteration

	556	206	331	0	% diff
371	0	133	237	0	7%
234	140	0	94	0	-14%
489	416	73	0	0	0%
0	0	0	0	0	#DIV/0!

First Column Iteration

	519	239	330	0	% diff
391	0	154	237	0	5%
224	131	0	93	0	-4%
472	388	84	0	0	-3%
0	0	0	0	0	#DIV/0!

Second Row Iteration

	538	233	322	0	% diff
371	0	146	224	0	3.7%
234	137	0	97	0	-2.2%
489	401	87	0	0	-2.5%
0	0	0	0	0	#DIV/0!

Second Column Iteration

	519	239	330	0	% diff
380	0	149	230	0	2.4%
232	132	0	100	0	-1.0%
476	387	89	0	0	-2.5%
0	0	0	0	0	#DIV/0!

Third Row Iteration

	530	237	326	0	% diff
371	0	146	225	0	2.2%
234	133	0	101	0	-0.5%
489	397	92	0	0	-1.4%
0	0	0	0	0	#DIV/0!

Third Column Iteration

	519	239	330	0	% diff
375	0	147	228	0	1.0%
232	130	0	102	0	-0.6%
481	389	92	0	0	-1.6%
0	0	0	0	0	#DIV/0!

Fourth Row Iteration

	526	239	328	0	% diff
371	0	145	226	0	1.4%
234	131	0	103	0	0.0%
489	395	94	0	0	-0.5%
0	0	0	0	0	#DIV/0!

Fourth Column Iteration

	519	239	330	0	% diff
372	0	145	227	0	0.3%
233	129	0	103	0	-0.5%
483	390	94	0	0	-1.1%
0	0	0	0	0	#DIV/0!

Fifth Row Iteration

	524	239	330	0	% diff
371	0	145	226	0	1.0%
234	130	0	104	0	0.2%
489	394	95	0	0	0.0%
0	0	0	0	0	#DIV/0!

Fifth Column Iteration

	519	239	330	0	% diff
370	0	144	226	0	-0.1%
233	129	0	104	0	-0.5%
485	390	94	0	0	-0.8%
0	0	0	0	0	#DIV/0!

Sixth Row Iteration

	523	240	331	0	% diff
371	0	144	226	0	0.8%
234	129	0	104	0	0.4%
489	393	95	0	0	0.2%
0	0	0	0	0	#DIV/0!

Sixth Column Iteration

	519	239	330	0	% diff
370	0	144	226	0	-0.3%
233	128	0	104	0	-0.5%
485	391	95	0	0	-0.7%
0	0	0	0	0	#DIV/0!

Seventh Row Iteration

	522	240	331	0	% diff
371	0	144	226	0	0.6%
234	129	0	105	0	0.4%
489	393	95	0	0	0.3%
0	0	0	0	0	#DIV/0!

Seventh Column Iteration

	519	239	330	0	% diff
369	0	144	226	0	-0.4%
233	128	0	104	0	-0.5%
486	391	95	0	0	-0.6%
0	0	0	0	0	#DIV/0!

Eighth Row Iteration

	522	240	331	0	% diff
371	0	144	226	0	0.6%
234	129	0	105	0	0.5%
489	393	96	0	0	0.4%
0	0	0	0	0	#DIV/0!

Eighth Column Iteration

	519	239	330	0	% diff
369	0	144	226	0	-0.4%
233	128	0	105	0	-0.5%
486	391	95	0	0	-0.6%
0	0	0	0	0	#DIV/0!

Ninth Row Iteration

	522	240	332	0	% diff
371	0	144	227	0	0.5%
234	129	0	105	0	0.5%
489	393	96	0	0	0.5%
0	0	0	0	0	#DIV/0!

Ninth Column Iteration

	519	239	330	0	% diff
369	0	143	225	0	-0.5%
233	128	0	105	0	-0.5%
486	391	95	0	0	-0.5%
0	0	0	0	0	#DIV/0!

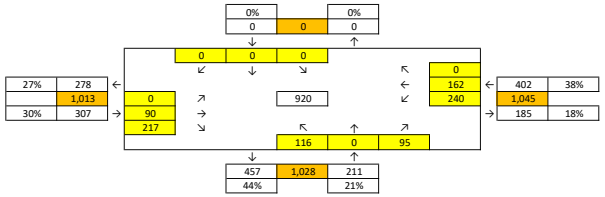
Tenth Row Iteration

	522	240	332	0	% diff
371	0	144	227	0	0.5%
234	129	0	105	0	0.5%
489	393	96	0	0	0.5%
0	0	0	0	0	#DIV/0!

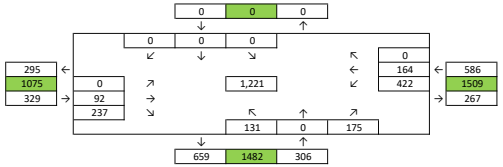
Tenth Column Iteration

	519	239	330	0	% diff
369	0	143	225	0	-0.5%
233	128	0	105	0	-0.5%
486	391	95	0	0	-0.5%
0	0	0	0	0	#DIV/0!

Scenario: 2024
N/S Street: Polk St
E/W Street: Airport Blvd
Intersection #: 5



Scenario: 2030
N/S Street: Polk St
E/W Street: Airport Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		267	0	295	659
		185	0	278	457
580	402	0	0	162	240
0	0	0	0	0	0
326	307	90	0	0	217
304	211	95	0	116	0

First Row Iteration

					% diff
	232	0	401	577	
580	0	0	234	347	-13%
0	0	0	0	0	#DIV/0!
326	96	0	0	230	36%
304	137	0	167	0	-12%

First Column Iteration

					% diff
	267	0	295	659	
568	0	0	172	396	-2%
0	0	0	0	0	#DIV/0!
373	110	0	0	263	14%
280	157	0	123	0	-8%

Second Row Iteration

					% diff
	267	0	309	634	
580	0	0	176	405	-0.2%
0	0	0	0	0	#DIV/0!
326	96	0	0	230	4.8%
304	171	0	133	0	-3.7%

Second Column Iteration

					% diff
	267	0	295	659	
588	0	0	168	420	1.3%
0	0	0	0	0	#DIV/0!
335	96	0	0	239	2.8%
298	171	0	127	0	-1.9%

Third Row Iteration

					% diff
	268	0	295	647	
580	0	0	166	415	0.3%
0	0	0	0	0	#DIV/0!
326	94	0	0	232	0.1%
304	174	0	130	0	-1.8%

Third Column Iteration

					% diff
	267	0	295	659	
588	0	0	165	422	1.3%
0	0	0	0	0	#DIV/0!
330	93	0	0	236	1.2%
304	174	0	130	0	-0.2%

Fourth Row Iteration

					% diff
	266	0	293	651	
580	0	0	163	417	-0.3%
0	0	0	0	0	#DIV/0!
326	92	0	0	234	-0.6%
304	174	0	130	0	-1.2%

Fourth Column Iteration

					% diff
	267	0	295	659	
587	0	0	164	422	1.1%
0	0	0	0	0	#DIV/0!
329	92	0	0	237	1.0%
305	175	0	131	0	0.4%

Fifth Row Iteration

					% diff
	266	0	293	652	
580	0	0	163	418	-0.6%
0	0	0	0	0	#DIV/0!
326	91	0	0	234	-0.8%
304	174	0	130	0	-1.0%

Fifth Column Iteration

					% diff
	267	0	295	659	
586	0	0	164	422	1.0%
0	0	0	0	0	#DIV/0!
329	92	0	0	237	0.9%
306	175	0	131	0	0.7%

Sixth Row Iteration

					% diff
	265	0	293	653	
580	0	0	162	418	-0.7%
0	0	0	0	0	#DIV/0!
326	91	0	0	235	-0.8%
304	174	0	130	0	-0.9%

Sixth Column Iteration

					% diff
	267	0	295	659	
586	0	0	164	422	0.9%
0	0	0	0	0	#DIV/0!
329	92	0	0	237	0.9%
307	175	0	131	0	0.8%

Seventh Row Iteration

					% diff
	265	0	293	653	
580	0	0	162	418	-0.8%
0	0	0	0	0	#DIV/0!
326	91	0	0	235	-0.8%
304	174	0	130	0	-0.9%

Seventh Column Iteration

					% diff
	267	0	295	659	
586	0	0	164	422	0.9%
0	0	0	0	0	#DIV/0!
329	92	0	0	237	0.9%
307	175	0	131	0	0.8%

Eighth Row Iteration

					% diff
	265	0	292	653	
580	0	0	162	418	-0.8%
0	0	0	0	0	#DIV/0!
326	91	0	0	235	-0.9%
304	174	0	130	0	-0.9%

Eighth Column Iteration

					% diff
	267	0	295	659	
586	0	0	164	422	0.9%
0	0	0	0	0	#DIV/0!
329	92	0	0	237	0.9%
307	175	0	131	0	0.9%

Ninth Row Iteration

					% diff
	265	0	292	653	
580	0	0	162	418	-0.9%
0	0	0	0	0	#DIV/0!
326	91	0	0	235	-0.9%
304	174	0	130	0	-0.9%

Ninth Column Iteration

					% diff
	267	0	295	659	
586	0	0	164	422	0.9%
0	0	0	0	0	#DIV/0!
329	92	0	0	237	0.9%
307	175	0	131	0	0.9%

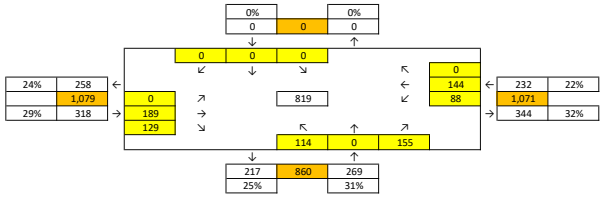
Tenth Row Iteration

					% diff
	265	0	292	653	
580	0	0	162	418	-0.9%
0	0	0	0	0	#DIV/0!
326	91	0	0	235	-0.9%
304	174	0	130	0	-0.9%

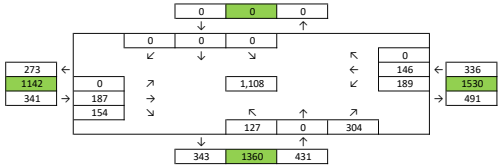
Tenth Column Iteration

					% diff
	267	0	295	659	
586	0	0	164	422	0.9%
0	0	0	0	0	#DIV/0!
329	92	0	0	237	0.9%
307	175	0	131	0	0.9%

Scenario: 2024
N/S Street: Polk St
E/W Street: Airport Blvd
Intersection #: 5



Scenario: 2030
N/S Street: Polk St
E/W Street: Airport Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		491	0	273	343
		344	0	258	217
331	232	0	0	144	88
0	0	0	0	0	0
337	318	189	0	0	129
425	269	155	0	114	0

First Row Iteration

					% diff
	445	0	386	262	
331	0	0	206	126	-9%
0	0	0	0	0	#DIV/0!
337	200	0	0	137	41%
425	245	0	180	0	-24%

First Column Iteration

					% diff
	491	0	273	343	
310	0	0	146	165	-6%
0	0	0	0	0	#DIV/0!
399	221	0	0	179	19%
398	271	0	128	0	-6%

Second Row Iteration

					% diff
	475	0	292	326	
331	0	0	156	176	-3.3%
0	0	0	0	0	#DIV/0!
337	186	0	0	151	6.9%
425	289	0	136	0	-4.9%

Second Column Iteration

					% diff
	491	0	273	343	
330	0	0	146	185	-0.3%
0	0	0	0	0	#DIV/0!
351	192	0	0	158	4.2%
427	299	0	128	0	0.3%

Third Row Iteration

					% diff
	483	0	273	337	
331	0	0	146	185	-1.7%
0	0	0	0	0	#DIV/0!
337	185	0	0	152	0.0%
425	298	0	127	0	-1.7%

Third Column Iteration

					% diff
	491	0	273	343	
335	0	0	146	189	1.0%
0	0	0	0	0	#DIV/0!
342	188	0	0	155	1.7%
431	303	0	127	0	1.2%

Fourth Row Iteration

					% diff
	485	0	270	339	
331	0	0	145	187	-1.4%
0	0	0	0	0	#DIV/0!
337	185	0	0	152	-1.1%
425	300	0	126	0	-1.3%

Fourth Column Iteration

					% diff
	491	0	273	343	
335	0	0	146	189	1.2%
0	0	0	0	0	#DIV/0!
341	187	0	0	154	1.4%
431	304	0	127	0	1.3%

Fifth Row Iteration

					% diff
	485	0	270	339	
331	0	0	144	187	-1.3%
0	0	0	0	0	#DIV/0!
337	185	0	0	152	-1.2%
425	300	0	125	0	-1.3%

Fifth Column Iteration

					% diff
	491	0	273	343	
336	0	0	146	189	1.3%
0	0	0	0	0	#DIV/0!
341	187	0	0	154	1.3%
431	304	0	127	0	1.3%

Sixth Row Iteration

					% diff
	485	0	270	339	
331	0	0	144	187	-1.3%
0	0	0	0	0	#DIV/0!
337	185	0	0	152	-1.3%
425	300	0	125	0	-1.3%

Sixth Column Iteration

					% diff
	491	0	273	343	
336	0	0	146	189	1.3%
0	0	0	0	0	#DIV/0!
341	187	0	0	154	1.3%
431	304	0	127	0	1.3%

Seventh Row Iteration

					% diff
	485	0	270	339	
331	0	0	144	187	-1.3%
0	0	0	0	0	#DIV/0!
337	185	0	0	152	-1.3%
425	300	0	125	0	-1.3%

Seventh Column Iteration

					% diff
	491	0	273	343	
336	0	0	146	189	1.3%
0	0	0	0	0	#DIV/0!
341	187	0	0	154	1.3%
431	304	0	127	0	1.3%

Eighth Row Iteration

					% diff
	485	0	270	339	
331	0	0	144	187	-1.3%
0	0	0	0	0	#DIV/0!
337	185	0	0	152	-1.3%
425	300	0	125	0	-1.3%

Eighth Column Iteration

					% diff
	491	0	273	343	
336	0	0	146	189	1.3%
0	0	0	0	0	#DIV/0!
341	187	0	0	154	1.3%
431	304	0	127	0	1.3%

Ninth Row Iteration

					% diff
	485	0	270	339	
331	0	0	144	187	-1.3%
0	0	0	0	0	#DIV/0!
337	185	0	0	152	-1.3%
425	300	0	125	0	-1.3%

Ninth Column Iteration

					% diff
	491	0	273	343	
336	0	0	146	189	1.3%
0	0	0	0	0	#DIV/0!
341	187	0	0	154	1.3%
431	304	0	127	0	1.3%

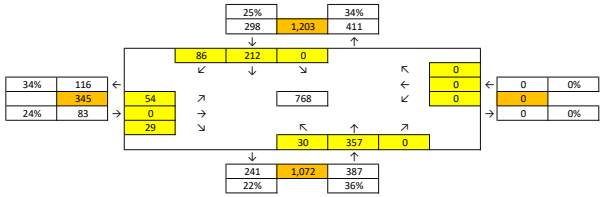
Tenth Row Iteration

					% diff
	485	0	270	339	
331	0	0	144	187	-1.3%
0	0	0	0	0	#DIV/0!
337	185	0	0	152	-1.3%
425	300	0	125	0	-1.3%

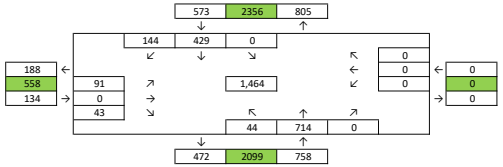
Tenth Column Iteration

					% diff
	491	0	273	343	
336	0	0	146	190	1.3%
0	0	0	0	0	#DIV/0!
341	187	0	0	154	1.3%
431	304	0	127	0	1.3%

Scenario: 2024
N/S Street: Palm St
E/W Street: Grapefruit Blvd
Intersection #: 6



Scenario: 2030
N/S Street: Palm St
E/W Street: Grapefruit Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		0	805	188	472
		0	411	116	241
0	0	0	0	0	0
584	298	0	0	86	212
134	83	0	54	0	29
758	387	0	357	30	0

First Row Iteration

	0	786	227	462	% diff
0	0	0	0	0	#DIV/0!
584	0	0	168	415	-2%
134	0	87	0	47	21%
758	0	699	59	0	-2%

First Column Iteration

	0	805	188	472	% diff
0	0	0	0	0	#DIV/0!
563	0	0	139	424	-4%
137	0	89	0	48	2%
764	0	716	49	0	1%

Second Row Iteration

	0	797	192	486	% diff
0	0	0	0	0	#DIV/0!
584	0	0	144	439	-1.0%
134	0	87	0	47	2.5%
758	0	710	48	0	3.0%

Second Column Iteration

	0	805	188	472	% diff
0	0	0	0	0	#DIV/0!
567	0	0	141	426	-2.8%
134	0	88	0	45	-0.4%
764	0	717	47	0	0.8%

Third Row Iteration

	0	800	191	484	% diff
0	0	0	0	0	#DIV/0!
584	0	0	145	439	-0.6%
134	0	89	0	46	2.0%
758	0	711	47	0	2.7%

Third Column Iteration

	0	805	188	472	% diff
0	0	0	0	0	#DIV/0!
569	0	0	142	427	-2.4%
134	0	89	0	44	-0.5%
761	0	716	46	0	0.5%

Fourth Row Iteration

	0	802	191	483	% diff
0	0	0	0	0	#DIV/0!
584	0	0	145	438	-0.4%
134	0	90	0	45	1.8%
758	0	712	45	0	2.3%

Fourth Column Iteration

	0	805	188	472	% diff
0	0	0	0	0	#DIV/0!
571	0	0	143	428	-2.1%
134	0	90	0	44	-0.5%
760	0	715	45	0	0.2%

Fifth Row Iteration

	0	804	191	481	% diff
0	0	0	0	0	#DIV/0!
584	0	0	146	438	-0.2%
134	0	90	0	44	1.6%
758	0	713	45	0	2.0%

Fifth Column Iteration

	0	805	188	472	% diff
0	0	0	0	0	#DIV/0!
573	0	0	144	429	-1.9%
134	0	91	0	43	-0.5%
758	0	714	44	0	0.1%

Sixth Row Iteration

	0	805	190	480	% diff
0	0	0	0	0	#DIV/0!
584	0	0	147	437	0.0%
134	0	91	0	43	1.5%
758	0	714	44	0	1.8%

Sixth Column Iteration

	0	805	188	472	% diff
0	0	0	0	0	#DIV/0!
574	0	0	144	429	-1.7%
133	0	91	0	42	-0.6%
757	0	714	43	0	-0.1%

Seventh Row Iteration

	0	806	190	479	% diff
0	0	0	0	0	#DIV/0!
584	0	0	147	437	0.1%
134	0	92	0	43	1.3%
758	0	715	43	0	1.6%

Seventh Column Iteration

	0	805	188	472	% diff
0	0	0	0	0	#DIV/0!
575	0	0	145	430	-1.5%
133	0	91	0	42	-0.6%
756	0	714	43	0	-0.2%

Eighth Row Iteration

	0	807	190	479	% diff
0	0	0	0	0	#DIV/0!
584	0	0	147	436	0.3%
134	0	92	0	42	1.2%
758	0	715	43	0	1.5%

Eighth Column Iteration

	0	805	188	472	% diff
0	0	0	0	0	#DIV/0!
576	0	0	145	430	-1.4%
133	0	92	0	42	-0.6%
755	0	713	42	0	-0.3%

Ninth Row Iteration

	0	808	190	478	% diff
0	0	0	0	0	#DIV/0!
584	0	0	147	436	0.3%
134	0	92	0	42	1.2%
758	0	715	42	0	1.3%

Ninth Column Iteration

	0	805	188	472	% diff
0	0	0	0	0	#DIV/0!
576	0	0	146	430	-1.3%
133	0	92	0	41	-0.6%
755	0	713	42	0	-0.4%

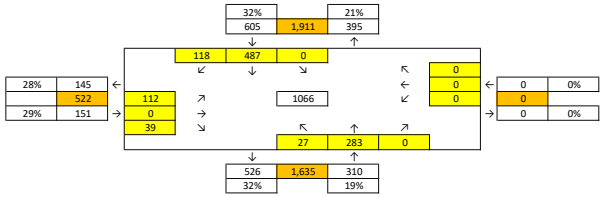
Tenth Row Iteration

	0	808	190	478	% diff
0	0	0	0	0	#DIV/0!
584	0	0	148	436	0.4%
134	0	93	0	42	1.1%
758	0	716	42	0	1.2%

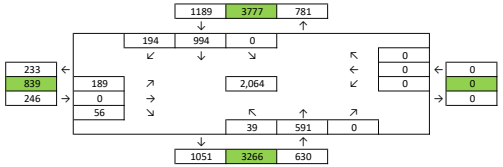
Tenth Column Iteration

	0	805	188	472	% diff
0	0	0	0	0	#DIV/0!
577	0	0	146	431	-1.2%
133	0	92	0	41	-0.7%
754	0	713	42	0	-0.5%

Scenario: 2024
N/S Street: Palm St
E/W Street: Grapefruit Blvd
Intersection #: 6



Scenario: 2030
N/S Street: Palm St
E/W Street: Grapefruit Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		0	781	233	1051
		0	395	145	526
0	0	0	0	0	0
1196	605	0	0	118	487
243	151	0	112	0	39
619	310	0	283	27	0

First Row Iteration

	0	745	287	1025	% diff
0	0	0	0	0	#DIV/0!
1196	0	0	233	963	-5%
243	0	180	0	63	23%
619	0	565	54	0	-2%

First Column Iteration

	0	781	233	1051	% diff
0	0	0	0	0	#DIV/0!
1176	0	0	189	986	-2%
253	0	189	0	64	4%
636	0	592	44	0	3%

Second Row Iteration

	0	758	235	1065	% diff
0	0	0	0	0	#DIV/0!
1196	0	0	193	1003	-3.0%
243	0	181	0	62	0.9%
619	0	577	43	0	1.4%

Second Column Iteration

	0	781	233	1051	% diff
0	0	0	0	0	#DIV/0!
1181	0	0	191	990	-1.3%
247	0	187	0	61	1.9%
636	0	594	42	0	2.8%

Third Row Iteration

	0	761	234	1062	% diff
0	0	0	0	0	#DIV/0!
1196	0	0	193	1003	-2.5%
243	0	183	0	60	0.6%
619	0	578	41	0	1.1%

Third Column Iteration

	0	781	233	1051	% diff
0	0	0	0	0	#DIV/0!
1184	0	0	192	992	-1.0%
247	0	188	0	59	1.7%
634	0	593	41	0	2.4%

Fourth Row Iteration

	0	764	234	1060	% diff
0	0	0	0	0	#DIV/0!
1196	0	0	194	1002	-2.1%
243	0	185	0	58	0.4%
619	0	579	40	0	0.9%

Fourth Column Iteration

	0	781	233	1051	% diff
0	0	0	0	0	#DIV/0!
1186	0	0	193	993	-0.8%
246	0	189	0	58	1.5%
632	0	592	40	0	2.0%

Fifth Row Iteration

	0	766	234	1058	% diff
0	0	0	0	0	#DIV/0!
1196	0	0	195	1001	-1.9%
243	0	186	0	57	0.3%
619	0	580	39	0	0.7%

Fifth Column Iteration

	0	781	233	1051	% diff
0	0	0	0	0	#DIV/0!
1189	0	0	194	994	-0.6%
246	0	189	0	56	1.3%
630	0	591	39	0	1.8%

Sixth Row Iteration

	0	768	234	1056	% diff
0	0	0	0	0	#DIV/0!
1196	0	0	195	1000	-1.6%
243	0	187	0	56	0.2%
619	0	581	38	0	0.5%

Sixth Column Iteration

	0	781	233	1051	% diff
0	0	0	0	0	#DIV/0!
1190	0	0	195	995	-0.5%
245	0	190	0	55	1.1%
629	0	591	38	0	1.5%

Seventh Row Iteration

	0	770	233	1055	% diff
0	0	0	0	0	#DIV/0!
1196	0	0	196	1000	-1.4%
243	0	188	0	55	0.1%
619	0	582	38	0	0.4%

Seventh Column Iteration

	0	781	233	1051	% diff
0	0	0	0	0	#DIV/0!
1192	0	0	196	996	-0.3%
245	0	191	0	55	1.0%
628	0	590	37	0	1.3%

Eighth Row Iteration

	0	771	233	1054	% diff
0	0	0	0	0	#DIV/0!
1196	0	0	196	1000	-1.2%
243	0	189	0	54	0.1%
619	0	582	37	0	0.3%

Eighth Column Iteration

	0	781	233	1051	% diff
0	0	0	0	0	#DIV/0!
1193	0	0	196	997	-0.2%
245	0	191	0	54	0.9%
627	0	590	37	0	1.2%

Ninth Row Iteration

	0	772	233	1053	% diff
0	0	0	0	0	#DIV/0!
1196	0	0	197	999	-1.1%
243	0	189	0	53	0.0%
619	0	583	37	0	0.2%

Ninth Column Iteration

	0	781	233	1051	% diff
0	0	0	0	0	#DIV/0!
1194	0	0	197	997	-0.1%
245	0	191	0	53	0.8%
626	0	589	37	0	1.1%

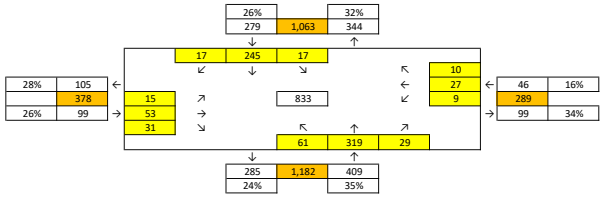
Tenth Row Iteration

	0	773	233	1052	% diff
0	0	0	0	0	#DIV/0!
1196	0	0	197	999	-1.0%
243	0	190	0	53	0.0%
619	0	583	36	0	0.1%

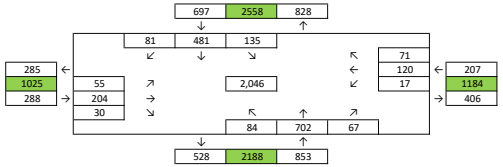
Tenth Column Iteration

	0	781	233	1051	% diff
0	0	0	0	0	#DIV/0!
1195	0	0	197	998	-0.1%
245	0	192	0	53	0.8%
625	0	589	36	0	0.9%

Scenario: 2024
N/S Street: Avenue 54
E/W Street: Grapefruit Blvd
Intersection #: 7



Scenario: 2030
N/S Street: Avenue 54
E/W Street: Grapefruit Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		406	828	285	528
		99	344	105	285
188	46	0	10	27	9
671	279	17	0	17	245
268	99	53	15	0	31
757	409	29	319	61	0

First Row Iteration

	238	672	264	711	% diff
188	0	41	111	37	-41%
671	41	0	41	590	-19%
268	144	41	0	84	-7%
757	54	591	113	0	35%

First Column Iteration

	406	828	285	528	% diff
197	0	50	119	27	4%
551	70	0	44	438	-18%
357	245	50	0	62	33%
940	91	727	122	0	24%

Second Row Iteration

	342	672	266	606	% diff
188	0	48	114	26	-15.6%
671	85	0	54	533	-18.9%
268	184	38	0	47	-6.8%
757	74	586	98	0	14.9%

Second Column Iteration

	406	828	285	528	% diff
205	0	60	122	23	8.5%
622	100	0	58	464	-7.4%
305	218	46	0	41	13.7%
914	87	722	105	0	20.7%

Third Row Iteration

	372	694	262	558	% diff
188	0	55	113	21	-8.2%
671	108	0	62	501	-16.2%
268	192	41	0	36	-8.1%
757	72	598	87	0	5.7%

Third Column Iteration

	406	828	285	528	% diff
208	0	65	123	20	10.3%
659	118	0	68	474	-1.8%
292	209	49	0	34	8.6%
887	79	714	95	0	17.1%

Fourth Row Iteration

	380	713	261	532	% diff
188	0	59	111	18	-6.4%
671	120	0	69	482	-13.8%
268	192	45	0	31	-8.5%
757	67	609	81	0	0.8%

Fourth Column Iteration

	406	828	285	528	% diff
208	0	69	121	18	10.4%
682	128	0	75	479	1.6%
289	205	52	0	31	7.5%
867	72	707	88	0	14.5%

Fifth Row Iteration

	380	728	261	516	% diff
188	0	62	110	16	-6.3%
671	126	0	74	471	-12.0%
268	191	48	0	29	-8.4%
757	63	617	77	0	-2.2%

Fifth Column Iteration

	406	828	285	528	% diff
207	0	71	120	17	10.0%
697	135	0	81	481	3.8%
288	204	55	0	30	7.5%
853	67	702	84	0	12.6%

Sixth Row Iteration

	379	739	261	506	% diff
188	0	64	109	15	-6.6%
671	130	0	78	464	-10.8%
268	190	51	0	27	-8.2%
757	59	623	75	0	-4.0%

Sixth Column Iteration

	406	828	285	528	% diff
207	0	72	119	16	9.6%
707	139	0	85	483	5.3%
289	203	57	0	29	7.7%
843	64	698	81	0	11.3%

Seventh Row Iteration

	378	746	262	500	% diff
188	0	66	108	14	-6.9%
671	132	0	80	459	-9.9%
268	189	53	0	27	-8.1%
757	57	627	73	0	-5.3%

Seventh Column Iteration

	406	828	285	528	% diff
206	0	73	118	15	9.3%
714	142	0	87	484	6.3%
290	202	59	0	28	7.9%
836	61	696	79	0	10.5%

Eighth Row Iteration

	377	751	262	496	% diff
188	0	67	108	14	-7.2%
671	133	0	82	456	-9.2%
268	188	55	0	26	-8.0%
757	55	630	72	0	-6.1%

Eighth Column Iteration

	406	828	285	528	% diff
205	0	74	117	15	9.0%
718	144	0	89	485	7.0%
290	202	60	0	28	8.1%
832	60	694	78	0	9.8%

Ninth Row Iteration

	376	755	262	493	% diff
188	0	68	107	13	-7.4%
671	134	0	84	453	-8.8%
268	187	56	0	26	-7.9%
757	54	632	71	0	-6.6%

Ninth Column Iteration

	406	828	285	528	% diff
205	0	74	117	14	8.9%
721	145	0	91	486	7.5%
291	202	61	0	27	8.2%
828	59	692	77	0	9.4%

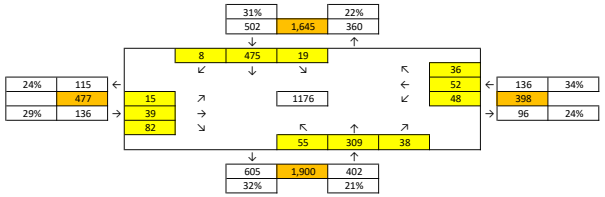
Tenth Row Iteration

	375	757	262	491	% diff
188	0	68	107	13	-7.5%
671	135	0	84	452	-8.5%
268	187	57	0	25	-7.9%
757	54	633	71	0	-7.0%

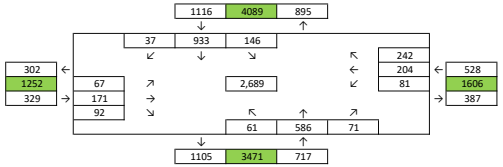
Tenth Column Iteration

	406	828	285	528	% diff
205	0	74	116	14	8.8%
724	146	0	92	486	7.8%
291	202	62	0	27	8.3%
826	58	692	77	0	9.1%

Scenario: 2024
N/S Street: Avenue 54
E/W Street: Grapefruit Blvd
Intersection #: 7



Scenario: 2030
N/S Street: Avenue 54
E/W Street: Grapefruit Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		387	895	302	1105
		96	360	115	605
549	136	0	36	52	48
1248	502	19	0	8	475
357	136	39	15	0	82
734	402	38	309	55	0

First Row Iteration

	219	749	330	1590	% diff
549	0	145	210	194	-43%
1248	47	0	20	1181	-16%
357	102	39	0	215	9%
734	69	564	100	0	44%

First Column Iteration

	387	895	302	1105	% diff
500	0	174	192	135	-9%
923	84	0	18	821	-26%
378	181	47	0	150	6%
889	123	674	92	0	21%

Second Row Iteration

	386	792	311	1399	% diff
549	0	190	211	148	-0.5%
1248	113	0	25	1110	-11.5%
357	171	44	0	141	3.0%
734	101	557	76	0	26.6%

Second Column Iteration

	387	895	302	1105	% diff
536	0	215	204	117	-2.3%
1014	114	0	24	877	-18.7%
334	172	50	0	112	-6.5%
805	102	629	74	0	9.6%

Third Row Iteration

	416	848	306	1318	% diff
549	0	220	209	119	7.5%
1248	140	0	29	1079	-5.2%
357	184	54	0	119	1.3%
734	93	574	67	0	19.2%

Third Column Iteration

	387	895	302	1105	% diff
539	0	232	207	100	-1.8%
1064	130	0	29	905	-14.8%
328	171	57	0	100	-8.2%
759	86	606	66	0	3.3%

Fourth Row Iteration

	422	885	308	1273	% diff
549	0	237	210	102	9.0%
1248	152	0	34	1061	-1.1%
357	186	62	0	109	2.2%
734	84	586	64	0	15.1%

Fourth Column Iteration

	387	895	302	1105	% diff
534	0	239	206	89	-2.8%
1095	140	0	33	922	-12.3%
328	171	62	0	95	-8.1%
733	77	593	63	0	-0.2%

Fifth Row Iteration

	422	908	312	1245	% diff
549	0	246	212	91	9.0%
1248	159	0	38	1051	1.5%
357	186	68	0	103	3.5%
734	77	594	63	0	12.6%

Fifth Column Iteration

	387	895	302	1105	% diff
528	0	242	204	81	-3.8%
1116	146	0	37	933	-10.6%
329	171	67	0	92	-7.8%
717	71	586	61	0	-2.4%

Sixth Row Iteration

	421	924	316	1227	% diff
549	0	252	213	84	8.6%
1248	163	0	41	1043	3.3%
357	185	73	0	99	4.6%
734	72	600	62	0	11.0%

Sixth Column Iteration

	387	895	302	1105	% diff
523	0	244	203	76	-4.7%
1130	150	0	39	940	-9.5%
330	170	70	0	89	-7.5%
707	67	581	60	0	-3.8%

Seventh Row Iteration

	420	935	318	1215	% diff
549	0	256	213	80	8.3%
1248	166	0	43	1038	4.5%
357	184	76	0	97	5.5%
734	69	603	62	0	9.9%

Seventh Column Iteration

	387	895	302	1105	% diff
519	0	245	202	72	-5.3%
1139	153	0	41	945	-8.7%
331	170	73	0	88	-7.3%
700	64	577	59	0	-4.7%

Eighth Row Iteration

	419	943	320	1206	% diff
549	0	259	214	76	8.1%
1248	168	0	45	1035	5.4%
357	184	78	0	95	6.0%
734	67	606	62	0	9.1%

Eighth Column Iteration

	387	895	302	1105	% diff
517	0	246	201	70	-5.8%
1146	156	0	42	948	-8.2%
331	170	74	0	87	-7.2%
695	62	575	58	0	-5.4%

Ninth Row Iteration

	418	948	321	1200	% diff
549	0	261	214	74	7.9%
1248	169	0	46	1032	6.0%
357	183	80	0	94	6.4%
734	66	607	61	0	8.6%

Ninth Column Iteration

	387	895	302	1105	% diff
515	0	246	201	68	-6.1%
1151	157	0	43	950	-7.8%
332	170	76	0	86	-7.1%
692	61	573	58	0	-5.8%

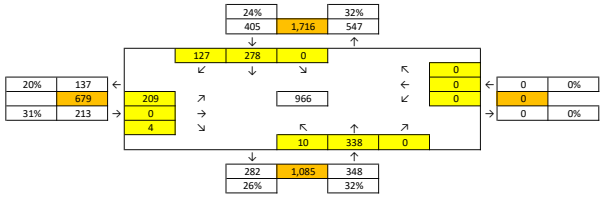
Tenth Row Iteration

	417	952	322	1196	% diff
549	0	262	214	73	7.7%
1248	170	0	47	1031	6.4%
357	183	81	0	93	6.7%
734	65	609	61	0	8.3%

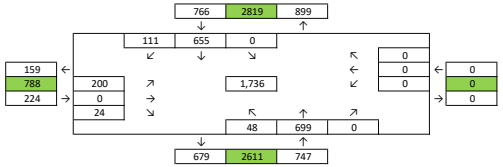
Tenth Column Iteration

	387	895	302	1105	% diff
514	0	246	200	67	-6.3%
1154	158	0	44	952	-7.5%
332	169	77	0	86	-7.0%
689	60	572	57	0	-6.1%

Scenario: 2024
N/S Street: Tyler St
E/W Street: Grapefruit Blvd
Intersection #: 8



Scenario: 2030
N/S Street: Tyler St
E/W Street: Grapefruit Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		0	899	159	679
		0	547	137	282
0	0	0	0	0	0
665	405	0	0	127	278
247	213	0	209	0	4
837	348	0	338	10	0

First Row Iteration

	0	1056	233	461	% diff
0	0	0	0	0	#DIV/0!
665	0	0	209	457	18%
247	0	243	0	5	46%
837	0	813	24	0	-32%

First Column Iteration

	0	899	159	679	% diff
0	0	0	0	0	#DIV/0!
814	0	0	143	672	22%
213	0	206	0	7	-14%
709	0	692	16	0	-15%

Second Row Iteration

	0	1057	136	557	% diff
0	0	0	0	0	#DIV/0!
665	0	0	116	549	17.7%
247	0	239	0	8	-14.5%
837	0	818	19	0	-18.0%

Second Column Iteration

	0	899	159	679	% diff
0	0	0	0	0	#DIV/0!
805	0	0	136	669	21.0%
213	0	203	0	10	-13.8%
718	0	695	23	0	-14.3%

Third Row Iteration

	0	1047	139	564	% diff
0	0	0	0	0	#DIV/0!
665	0	0	113	553	16.5%
247	0	236	0	11	-12.5%
837	0	811	27	0	-16.9%

Third Column Iteration

	0	899	159	679	% diff
0	0	0	0	0	#DIV/0!
794	0	0	129	665	19.3%
216	0	203	0	13	-12.6%
726	0	696	30	0	-13.3%

Fourth Row Iteration

	0	1034	143	573	% diff
0	0	0	0	0	#DIV/0!
665	0	0	108	557	15.1%
247	0	232	0	15	-10.2%
837	0	803	35	0	-15.6%

Fourth Column Iteration

	0	899	159	679	% diff
0	0	0	0	0	#DIV/0!
780	0	0	120	660	17.3%
220	0	201	0	18	-11.1%
736	0	697	39	0	-12.1%

Fifth Row Iteration

	0	1020	147	584	% diff
0	0	0	0	0	#DIV/0!
665	0	0	102	563	13.5%
247	0	227	0	21	-7.8%
837	0	793	44	0	-14.0%

Fifth Column Iteration

	0	899	159	679	% diff
0	0	0	0	0	#DIV/0!
766	0	0	111	655	15.1%
224	0	200	0	24	-9.5%
747	0	699	48	0	-10.8%

Sixth Row Iteration

	0	1004	150	595	% diff
0	0	0	0	0	#DIV/0!
665	0	0	96	569	11.8%
247	0	221	0	26	-5.5%
837	0	784	54	0	-12.3%

Sixth Column Iteration

	0	899	159	679	% diff
0	0	0	0	0	#DIV/0!
751	0	0	102	648	12.8%
228	0	198	0	30	-7.9%
758	0	701	57	0	-9.5%

Seventh Row Iteration

	0	989	153	608	% diff
0	0	0	0	0	#DIV/0!
665	0	0	90	575	10.1%
247	0	214	0	33	-3.5%
837	0	775	63	0	-10.5%

Seventh Column Iteration

	0	899	159	679	% diff
0	0	0	0	0	#DIV/0!
736	0	0	94	642	10.6%
231	0	195	0	37	-6.4%
769	0	704	65	0	-8.2%

Eighth Row Iteration

	0	975	156	620	% diff
0	0	0	0	0	#DIV/0!
665	0	0	85	581	8.5%
247	0	208	0	39	-2.0%
837	0	766	71	0	-8.7%

Eighth Column Iteration

	0	899	159	679	% diff
0	0	0	0	0	#DIV/0!
722	0	0	87	636	8.6%
235	0	192	0	43	-5.1%
779	0	707	72	0	-7.0%

Ninth Row Iteration

	0	962	158	631	% diff
0	0	0	0	0	#DIV/0!
665	0	0	80	586	7.0%
247	0	202	0	45	-0.9%
837	0	760	78	0	-7.1%

Ninth Column Iteration

	0	899	159	679	% diff
0	0	0	0	0	#DIV/0!
711	0	0	80	630	6.8%
237	0	189	0	48	-4.0%
788	0	710	79	0	-5.9%

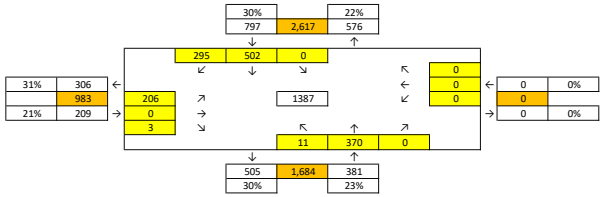
Tenth Row Iteration

	0	951	159	641	% diff
0	0	0	0	0	#DIV/0!
665	0	0	75	590	5.8%
247	0	197	0	50	-0.1%
837	0	754	83	0	-5.6%

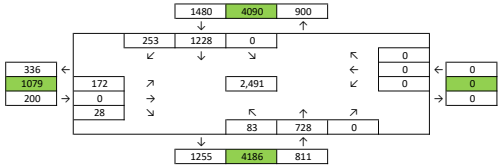
Tenth Column Iteration

	0	899	159	679	% diff
0	0	0	0	0	#DIV/0!
701	0	0	75	625	5.3%
239	0	186	0	53	-3.1%
796	0	713	84	0	-4.9%

Scenario: 2024
N/S Street: Tyler St
E/W Street: Grapefruit Blvd
Intersection #: 8



Scenario: 2030
N/S Street: Tyler St
E/W Street: Grapefruit Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		0	900	336	1255
		0	576	306	505
0	0	0	0	0	0
1246	797	0	0	295	502
229	209	0	206	0	3
947	381	0	370	11	0

First Row Iteration

	0	1146	488	788	% diff
0	0	0	0	0	#DIV/0!
1246	0	0	461	785	27%
229	0	226	0	3	45%
947	0	920	27	0	-37%

First Column Iteration

	0	900	336	1255	% diff
0	0	0	0	0	#DIV/0!
1567	0	0	317	1250	26%
183	0	178	0	5	-20%
741	0	723	19	0	-22%

Second Row Iteration

	0	1146	276	1000	% diff
0	0	0	0	0	#DIV/0!
1246	0	0	252	994	27.3%
229	0	223	0	7	-17.8%
947	0	923	24	0	-20.3%

Second Column Iteration

	0	900	336	1255	% diff
0	0	0	0	0	#DIV/0!
1554	0	0	307	1247	24.7%
183	0	175	0	8	-20.1%
754	0	725	29	0	-20.3%

Third Row Iteration

	0	1129	283	1010	% diff
0	0	0	0	0	#DIV/0!
1246	0	0	246	1000	25.5%
229	0	219	0	10	-15.9%
947	0	910	37	0	-19.5%

Third Column Iteration

	0	900	336	1255	% diff
0	0	0	0	0	#DIV/0!
1535	0	0	292	1242	23.2%
187	0	175	0	13	-18.3%
769	0	726	44	0	-18.8%

Fourth Row Iteration

	0	1107	291	1024	% diff
0	0	0	0	0	#DIV/0!
1246	0	0	237	1008	23.0%
229	0	214	0	16	-13.4%
947	0	893	54	0	-18.4%

Fourth Column Iteration

	0	900	336	1255	% diff
0	0	0	0	0	#DIV/0!
1510	0	0	274	1236	21.2%
193	0	174	0	19	-15.9%
788	0	726	62	0	-16.7%

Fifth Row Iteration

	0	1079	300	1043	% diff
0	0	0	0	0	#DIV/0!
1246	0	0	226	1020	19.9%
229	0	207	0	23	-10.6%
947	0	873	74	0	-16.9%

Fifth Column Iteration

	0	900	336	1255	% diff
0	0	0	0	0	#DIV/0!
1480	0	0	253	1228	18.8%
200	0	172	0	28	-12.9%
811	0	728	83	0	-14.3%

Sixth Row Iteration

	0	1048	310	1065	% diff
0	0	0	0	0	#DIV/0!
1246	0	0	213	1033	16.4%
229	0	198	0	32	-7.8%
947	0	850	97	0	-15.2%

Sixth Column Iteration

	0	900	336	1255	% diff
0	0	0	0	0	#DIV/0!
1448	0	0	230	1218	16.3%
207	0	170	0	37	-9.7%
836	0	730	105	0	-11.8%

Seventh Row Iteration

	0	1016	318	1089	% diff
0	0	0	0	0	#DIV/0!
1246	0	0	198	1047	12.8%
229	0	188	0	41	-5.4%
947	0	828	119	0	-13.3%

Seventh Column Iteration

	0	900	336	1255	% diff
0	0	0	0	0	#DIV/0!
1417	0	0	210	1208	13.8%
214	0	167	0	48	-6.6%
860	0	733	126	0	-9.2%

Eighth Row Iteration

	0	986	323	1112	% diff
0	0	0	0	0	#DIV/0!
1246	0	0	184	1061	9.6%
229	0	178	0	51	-3.7%
947	0	808	139	0	-11.4%

Eighth Column Iteration

	0	900	336	1255	% diff
0	0	0	0	0	#DIV/0!
1389	0	0	191	1198	11.5%
220	0	163	0	58	-3.9%
882	0	737	145	0	-6.9%

Ninth Row Iteration

	0	961	327	1134	% diff
0	0	0	0	0	#DIV/0!
1246	0	0	172	1074	6.8%
229	0	170	0	60	-2.7%
947	0	792	155	0	-9.7%

Ninth Column Iteration

	0	900	336	1255	% diff
0	0	0	0	0	#DIV/0!
1365	0	0	176	1189	9.6%
225	0	159	0	66	-1.9%
901	0	741	160	0	-4.9%

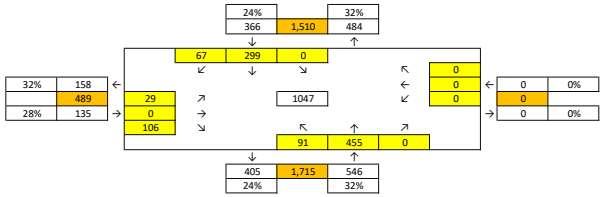
Tenth Row Iteration

	0	941	329	1152	% diff
0	0	0	0	0	#DIV/0!
1246	0	0	161	1085	4.6%
229	0	162	0	68	-2.2%
947	0	779	168	0	-8.2%

Tenth Column Iteration

	0	900	336	1255	% diff
0	0	0	0	0	#DIV/0!
1346	0	0	164	1182	8.1%
228	0	155	0	74	-0.4%
917	0	745	171	0	-3.2%

Scenario: 2024
N/S Street: Sunset Dr
E/W Street: Grapefruit Blvd
Intersection #: 9



Scenario: 2030
N/S Street: Sunset Dr
E/W Street: Grapefruit Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		0	678	200	665
		0	484	158	405
0	0	0	0	0	0
512	366	0	0	67	299
171	135	0	29	0	106
897	546	0	455	91	0

First Row Iteration

	0	784	243	553	% diff
0	0	0	0	0	#DIV/0!
512	0	0	94	419	16%
171	0	37	0	134	21%
897	0	747	149	0	-17%

First Column Iteration

	0	678	200	665	% diff
0	0	0	0	0	#DIV/0!
581	0	0	77	504	13%
193	0	32	0	162	13%
769	0	646	123	0	-14%

Second Row Iteration

	0	781	212	587	% diff
0	0	0	0	0	#DIV/0!
512	0	0	68	444	15.3%
171	0	28	0	143	5.7%
897	0	753	144	0	-11.7%

Second Column Iteration

	0	678	200	665	% diff
0	0	0	0	0	#DIV/0!
568	0	0	64	503	10.8%
186	0	24	0	162	8.9%
789	0	653	136	0	-12.0%

Third Row Iteration

	0	765	213	603	% diff
0	0	0	0	0	#DIV/0!
512	0	0	58	454	12.9%
171	0	22	0	149	6.1%
897	0	742	154	0	-9.4%

Third Column Iteration

	0	678	200	665	% diff
0	0	0	0	0	#DIV/0!
556	0	0	55	501	8.5%
184	0	20	0	164	7.5%
803	0	658	145	0	-10.4%

Fourth Row Iteration

	0	753	213	615	% diff
0	0	0	0	0	#DIV/0!
512	0	0	51	462	11.1%
171	0	18	0	153	6.3%
897	0	734	162	0	-7.6%

Fourth Column Iteration

	0	678	200	665	% diff
0	0	0	0	0	#DIV/0!
547	0	0	48	500	6.8%
182	0	17	0	165	6.3%
814	0	661	153	0	-9.3%

Fifth Row Iteration

	0	744	213	623	% diff
0	0	0	0	0	#DIV/0!
512	0	0	44	468	9.8%
171	0	16	0	156	6.3%
897	0	728	168	0	-6.3%

Fifth Column Iteration

	0	678	200	665	% diff
0	0	0	0	0	#DIV/0!
541	0	0	42	499	5.6%
180	0	14	0	166	5.3%
822	0	663	158	0	-8.4%

Sixth Row Iteration

	0	737	213	630	% diff
0	0	0	0	0	#DIV/0!
512	0	0	40	473	8.8%
171	0	14	0	158	6.1%
897	0	724	173	0	-5.2%

Sixth Column Iteration

	0	678	200	665	% diff
0	0	0	0	0	#DIV/0!
536	0	0	37	499	4.7%
179	0	12	0	166	4.4%
828	0	665	163	0	-7.7%

Seventh Row Iteration

	0	732	212	636	% diff
0	0	0	0	0	#DIV/0!
512	0	0	36	477	8.1%
171	0	12	0	159	5.9%
897	0	720	176	0	-4.4%

Seventh Column Iteration

	0	678	200	665	% diff
0	0	0	0	0	#DIV/0!
532	0	0	34	499	3.9%
178	0	11	0	167	3.8%
833	0	667	167	0	-7.1%

Eighth Row Iteration

	0	728	212	641	% diff
0	0	0	0	0	#DIV/0!
512	0	0	32	480	7.5%
171	0	11	0	161	5.7%
897	0	717	179	0	-3.7%

Eighth Column Iteration

	0	678	200	665	% diff
0	0	0	0	0	#DIV/0!
529	0	0	31	498	3.3%
177	0	10	0	167	3.2%
837	0	668	170	0	-6.6%

Ninth Row Iteration

	0	725	211	644	% diff
0	0	0	0	0	#DIV/0!
512	0	0	30	483	7.0%
171	0	10	0	162	5.5%
897	0	715	182	0	-3.1%

Ninth Column Iteration

	0	678	200	665	% diff
0	0	0	0	0	#DIV/0!
527	0	0	28	498	2.8%
176	0	9	0	167	2.7%
841	0	669	172	0	-6.2%

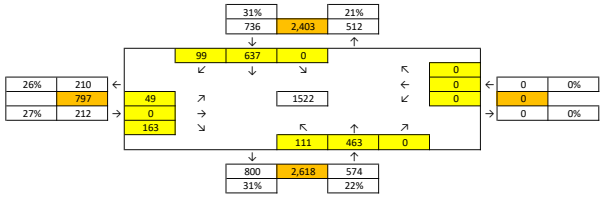
Tenth Row Iteration

	0	722	211	647	% diff
0	0	0	0	0	#DIV/0!
512	0	0	27	485	6.5%
171	0	9	0	162	5.3%
897	0	713	184	0	-2.7%

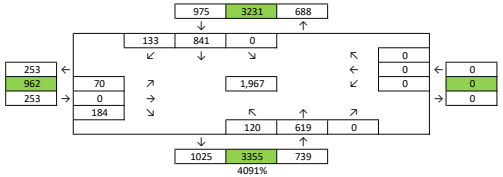
Tenth Column Iteration

	0	678	200	665	% diff
0	0	0	0	0	#DIV/0!
524	0	0	26	498	2.3%
175	0	8	0	167	2.3%
844	0	669	174	0	-5.9%

Scenario: 2024
N/S Street: Sunset Dr
E/W Street: Grapefruit Blvd
Intersection #: 9



Scenario: 2030
N/S Street: Sunset Dr
E/W Street: Grapefruit Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		0	688	253	1025
		0	512	210	800
0	0	0	0	0	0
990	736	0	0	99	637
256	212	0	49	0	163
736	574	0	463	111	0

First Row Iteration

	0	652	275	1053	% diff
0	0	0	0	0	#DIV/0!
990	0	0	133	856	-5%
256	0	59	0	197	9%
736	0	593	142	0	3%

First Column Iteration

	0	688	253	1025	% diff
0	0	0	0	0	#DIV/0!
956	0	0	123	834	-3%
254	0	62	0	192	-1%
757	0	626	131	0	3%

Second Row Iteration

	0	671	254	1056	% diff
0	0	0	0	0	#DIV/0!
990	0	0	127	863	-2.5%
256	0	63	0	193	0.2%
736	0	608	127	0	3.0%

Second Column Iteration

	0	688	253	1025	% diff
0	0	0	0	0	#DIV/0!
964	0	0	127	838	-2.6%
252	0	64	0	187	-1.6%
751	0	624	127	0	2.1%

Third Row Iteration

	0	677	254	1050	% diff
0	0	0	0	0	#DIV/0!
990	0	0	130	860	-1.7%
256	0	66	0	190	0.3%
736	0	611	124	0	2.4%

Third Column Iteration

	0	688	253	1025	% diff
0	0	0	0	0	#DIV/0!
969	0	0	129	839	-2.1%
253	0	67	0	186	-1.3%
746	0	622	124	0	1.4%

Fourth Row Iteration

	0	681	255	1046	% diff
0	0	0	0	0	#DIV/0!
990	0	0	132	857	-1.1%
256	0	68	0	188	0.4%
736	0	613	122	0	2.0%

Fourth Column Iteration

	0	688	253	1025	% diff
0	0	0	0	0	#DIV/0!
972	0	0	132	841	-1.8%
253	0	68	0	185	-1.1%
742	0	620	122	0	0.9%

Fifth Row Iteration

	0	684	255	1042	% diff
0	0	0	0	0	#DIV/0!
990	0	0	134	856	-0.7%
256	0	69	0	187	0.5%
736	0	615	121	0	1.7%

Fifth Column Iteration

	0	688	253	1025	% diff
0	0	0	0	0	#DIV/0!
975	0	0	133	841	-1.5%
253	0	70	0	184	-1.0%
739	0	619	120	0	0.5%

Sixth Row Iteration

	0	686	255	1040	% diff
0	0	0	0	0	#DIV/0!
990	0	0	135	854	-0.3%
256	0	70	0	186	0.6%
736	0	616	120	0	1.4%

Sixth Column Iteration

	0	688	253	1025	% diff
0	0	0	0	0	#DIV/0!
977	0	0	135	842	-1.3%
253	0	70	0	183	-0.9%
737	0	618	119	0	0.2%

Seventh Row Iteration

	0	688	255	1038	% diff
0	0	0	0	0	#DIV/0!
990	0	0	136	853	-0.1%
256	0	71	0	185	0.6%
736	0	617	119	0	1.2%

Seventh Column Iteration

	0	688	253	1025	% diff
0	0	0	0	0	#DIV/0!
978	0	0	136	843	-1.1%
254	0	71	0	182	-0.9%
735	0	617	118	0	-0.1%

Eighth Row Iteration

	0	689	255	1037	% diff
0	0	0	0	0	#DIV/0!
990	0	0	137	853	0.1%
256	0	72	0	184	0.6%
736	0	618	118	0	1.1%

Eighth Column Iteration

	0	688	253	1025	% diff
0	0	0	0	0	#DIV/0!
979	0	0	136	843	-1.0%
254	0	72	0	182	-0.8%
734	0	617	117	0	-0.2%

Ninth Row Iteration

	0	690	255	1036	% diff
0	0	0	0	0	#DIV/0!
990	0	0	138	852	0.3%
256	0	72	0	184	0.7%
736	0	618	118	0	1.0%

Ninth Column Iteration

	0	688	253	1025	% diff
0	0	0	0	0	#DIV/0!
980	0	0	137	843	-1.0%
254	0	72	0	182	-0.8%
733	0	616	117	0	-0.3%

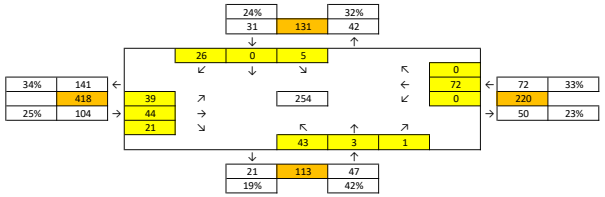
Tenth Row Iteration

	0	691	255	1035	% diff
0	0	0	0	0	#DIV/0!
990	0	0	138	852	0.4%
256	0	73	0	183	0.7%
736	0	618	117	0	0.9%

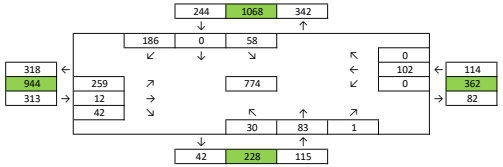
Tenth Column Iteration

	0	688	253	1025	% diff
0	0	0	0	0	#DIV/0!
981	0	0	137	844	-0.9%
254	0	72	0	182	-0.8%
732	0	616	116	0	-0.4%

Scenario: 2024
N/S Street: Filmore St
E/W Street: Airport Blvd
Intersection #: 1



Scenario: 2033
N/S Street: Filmore St
E/W Street: Airport Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		82	342	318	42
		50	42	141	21
118	72	5	0	72	0
253	31	5	0	26	0
235	104	44	39	0	21
95	47	1	3	43	0

First Row Iteration

	150	94	417	47	% diff
118	8	0	118	0	83%
253	41	0	212	0	-73%
235	99	88	0	47	31%
95	2	6	87	0	12%

First Column Iteration

	82	342	318	42	% diff
95	5	0	90	0	-20%
184	22	0	162	0	-27%
417	54	320	0	42	78%
89	1	22	66	0	-6%

Second Row Iteration

	68	204	405	24	% diff
118	6	0	113	0	-17.3%
253	31	0	222	0	-40.5%
235	31	180	0	24	27.3%
95	1	23	70	0	-43.7%

Second Column Iteration

	82	342	318	42	% diff
95	7	0	89	0	-19.4%
212	37	0	175	0	-16.3%
383	37	303	0	42	62.9%
96	1	39	55	0	1.1%

Third Row Iteration

	77	225	373	26	% diff
118	8	0	110	0	-6.6%
253	44	0	208	0	-34.3%
235	23	186	0	26	17.2%
95	1	39	55	0	-38.6%

Third Column Iteration

	82	342	318	42	% diff
103	9	0	94	0	-13.1%
225	47	0	178	0	-10.8%
350	24	283	0	42	49.0%
107	2	59	47	0	13.0%

Fourth Row Iteration

	81	242	349	28	% diff
118	10	0	108	0	-1.3%
253	53	0	200	0	-29.2%
235	16	190	0	28	9.6%
95	1	52	41	0	-32.9%

Fourth Column Iteration

	82	342	318	42	% diff
109	11	0	99	0	-7.8%
236	54	0	182	0	-6.6%
327	17	269	0	42	39.4%
113	1	74	38	0	19.0%

Fifth Row Iteration

	82	255	334	30	% diff
118	11	0	107	0	-0.2%
253	58	0	195	0	-25.6%
235	12	193	0	30	4.8%
95	1	62	32	0	-28.3%

Fifth Column Iteration

	82	342	318	42	% diff
114	11	0	102	0	-4.1%
244	58	0	186	0	-3.5%
313	12	259	0	42	33.4%
115	1	83	30	0	21.0%

Sixth Row Iteration

	82	263	324	32	% diff
118	12	0	107	0	-0.7%
253	60	0	193	0	-23.2%
235	9	194	0	32	1.8%
95	1	69	25	0	-25.0%

Sixth Column Iteration

	82	342	318	42	% diff
117	12	0	105	0	-1.6%
250	60	0	189	0	-1.2%
304	9	253	0	42	29.4%
115	1	90	24	0	21.4%

Seventh Row Iteration

	81	269	318	33	% diff
118	12	0	106	0	-1.6%
253	61	0	192	0	-21.4%
235	7	195	0	33	-0.1%
95	1	74	20	0	-22.7%

Seventh Column Iteration

	82	342	318	42	% diff
119	12	0	106	0	0.3%
254	62	0	192	0	0.5%
298	7	248	0	42	26.8%
115	1	94	20	0	21.3%

Eighth Row Iteration

	80	273	314	33	% diff
118	12	0	106	0	-2.4%
253	62	0	191	0	-20.1%
235	6	196	0	33	-1.5%
95	1	78	17	0	-21.1%

Eighth Column Iteration

	82	342	318	42	% diff
120	13	0	108	0	1.6%
257	63	0	194	0	1.7%
293	6	245	0	42	24.9%
115	1	97	17	0	20.9%

Ninth Row Iteration

	80	277	311	34	% diff
118	12	0	106	0	-3.1%
253	62	0	191	0	-19.2%
235	5	196	0	34	-2.5%
95	1	80	14	0	-19.9%

Ninth Column Iteration

	82	342	318	42	% diff
122	13	0	109	0	2.6%
260	64	0	195	0	2.7%
290	5	243	0	42	23.5%
114	1	99	14	0	20.5%

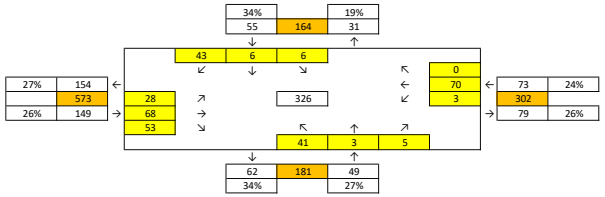
Tenth Row Iteration

	79	279	308	34	% diff
118	13	0	106	0	-3.6%
253	62	0	190	0	-18.5%
235	4	197	0	34	-3.2%
95	0	82	12	0	-19.0%

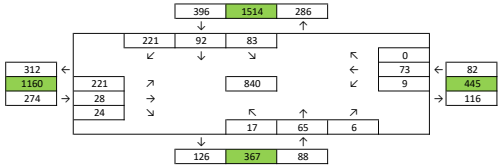
Tenth Column Iteration

	82	342	318	42	% diff
122	13	0	109	0	3.4%
261	65	0	197	0	3.5%
288	4	241	0	42	22.5%
114	0	101	12	0	20.1%

Scenario: 2024
N/S Street: Filmore St
E/W Street: Airport Blvd
Intersection #: 1



Scenario: 2033
N/S Street: Filmore St
E/W Street: Airport Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		116	286	312	126
		79	31	154	62
108	73	0	0	70	3
508	55	6	0	43	6
302	149	68	28	0	53
99	49	5	3	41	0

First Row Iteration

	203	63	583	167	% diff
108	0	0	103	4	75%
508	55	0	397	55	-78%
302	138	57	0	107	87%
99	10	6	83	0	33%

First Column Iteration

	116	286	312	126	% diff
58	0	0	55	3	-46%
286	32	0	212	42	-44%
418	79	258	0	81	39%
78	6	28	44	0	-22%

Second Row Iteration

	121	222	535	138	% diff
108	0	0	101	6	3.7%
508	56	0	377	74	-22.5%
302	57	186	0	58	71.7%
99	7	35	57	0	10.1%

Second Column Iteration

	116	286	312	126	% diff
65	0	0	59	6	-39.9%
341	54	0	220	67	-32.8%
348	55	241	0	53	15.5%
86	7	46	33	0	-13.7%

Third Row Iteration

	137	261	463	155	% diff
108	0	0	98	9	17.4%
508	81	0	327	100	-8.7%
302	48	208	0	46	48.6%
99	8	53	38	0	23.4%

Third Column Iteration

	116	286	312	126	% diff
74	0	0	66	7	-31.5%
370	69	0	220	81	-27.2%
306	40	228	0	37	1.4%
91	7	58	26	0	-8.7%

Fourth Row Iteration

	142	289	427	159	% diff
108	0	0	97	11	22.2%
508	95	0	302	111	0.8%
302	40	225	0	37	36.8%
99	8	63	28	0	26.4%

Fourth Column Iteration

	116	286	312	126	% diff
79	0	0	71	9	-26.3%
386	77	0	221	88	-24.0%
285	33	223	0	29	-5.6%
90	6	63	21	0	-9.6%

Fifth Row Iteration

	143	306	409	158	% diff
108	0	0	96	12	23.2%
508	102	0	290	116	6.9%
302	35	236	0	31	31.1%
99	7	70	23	0	25.9%

Fifth Column Iteration

	116	286	312	126	% diff
82	0	0	73	9	-23.4%
396	83	0	221	92	-22.0%
274	28	221	0	24	-9.3%
88	6	65	17	0	-11.3%

Sixth Row Iteration

	143	317	399	157	% diff
108	0	0	95	12	23.1%
508	106	0	284	118	10.8%
302	31	244	0	27	27.9%
99	6	73	20	0	24.9%

Sixth Column Iteration

	116	286	312	126	% diff
84	0	0	75	10	-21.6%
402	86	0	222	94	-20.7%
267	25	220	0	22	-11.6%
87	5	66	15	0	-12.7%

Seventh Row Iteration

	143	325	393	156	% diff
108	0	0	95	12	22.8%
508	109	0	280	119	13.5%
302	28	249	0	24	25.9%
99	6	76	18	0	24.1%

Seventh Column Iteration

	116	286	312	126	% diff
86	0	0	76	10	-20.5%
407	88	0	222	96	-19.9%
262	23	219	0	20	-13.1%
86	5	67	14	0	-13.8%

Eighth Row Iteration

	143	330	389	155	% diff
108	0	0	95	13	22.5%
508	110	0	277	120	15.3%
302	27	252	0	23	24.6%
99	6	78	16	0	23.4%

Eighth Column Iteration

	116	286	312	126	% diff
86	0	0	76	10	-19.7%
410	90	0	223	97	-19.3%
259	22	219	0	18	-14.2%
85	5	67	13	0	-14.6%

Ninth Row Iteration

	142	334	386	154	% diff
108	0	0	95	13	22.2%
508	112	0	276	120	16.6%
302	25	255	0	21	23.7%
99	5	79	15	0	22.9%

Ninth Column Iteration

	116	286	312	126	% diff
87	0	0	77	10	-19.1%
412	91	0	223	98	-18.8%
257	21	219	0	17	-14.9%
84	4	68	12	0	-15.2%

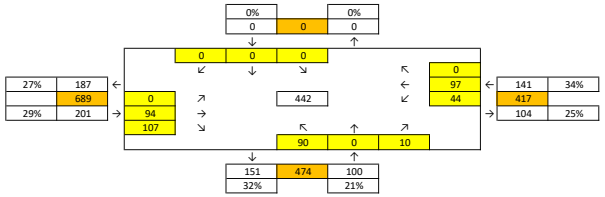
Tenth Row Iteration

	142	337	384	154	% diff
108	0	0	95	13	22.0%
508	112	0	275	121	17.6%
302	24	257	0	20	23.1%
99	5	80	14	0	22.4%

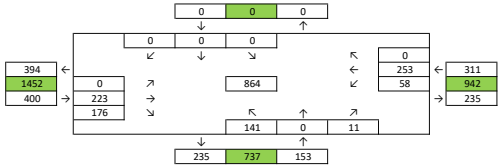
Tenth Column Iteration

	116	286	312	126	% diff
87	0	0	77	10	-18.7%
414	92	0	223	99	-18.5%
255	20	218	0	17	-15.4%
84	4	68	12	0	-15.7%

Scenario: 2024
N/S Street: SR-86 NB Ramps
E/W Street: Airport Blvd
Intersection #: 2



Scenario: 2033
N/S Street: SR-86 NB Ramps
E/W Street: Airport Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		235	0	394	235
		104	0	187	151
319	141	0	0	97	44
0	0	0	0	0	0
424	201	94	0	0	107
155	100	10	0	90	0

First Row Iteration

					% diff
	214	0	359	325	
319	0	0	219	99	-9%
0	0	0	0	0	#DIV/0!
424	198	0	0	225	-9%
155	16	0	140	0	38%

First Column Iteration

					% diff
	235	0	394	235	
312	0	0	240	72	-2%
0	0	0	0	0	#DIV/0!
381	218	0	0	163	-10%
171	17	0	154	0	10%

Second Row Iteration

					% diff
	258	0	385	255	
319	0	0	245	73	9.8%
0	0	0	0	0	#DIV/0!
424	242	0	0	181	-2.3%
155	16	0	140	0	8.4%

Second Column Iteration

					% diff
	235	0	394	235	
319	0	0	251	68	0.0%
0	0	0	0	0	#DIV/0!
388	221	0	0	167	-8.4%
157	14	0	143	0	1.2%

Third Row Iteration

					% diff
	255	0	392	250	
319	0	0	251	68	8.6%
0	0	0	0	0	#DIV/0!
424	241	0	0	183	-0.4%
155	14	0	141	0	6.5%

Third Column Iteration

					% diff
	235	0	394	235	
315	0	0	252	63	-1.0%
0	0	0	0	0	#DIV/0!
393	222	0	0	171	-7.1%
155	13	0	142	0	-0.3%

Fourth Row Iteration

					% diff
	252	0	397	249	
319	0	0	254	64	7.3%
0	0	0	0	0	#DIV/0!
424	239	0	0	185	0.7%
155	13	0	143	0	5.9%

Fourth Column Iteration

					% diff
	235	0	394	235	
313	0	0	253	60	-1.7%
0	0	0	0	0	#DIV/0!
397	223	0	0	174	-6.2%
154	12	0	141	0	-1.2%

Fifth Row Iteration

					% diff
	250	0	400	247	
319	0	0	257	62	6.4%
0	0	0	0	0	#DIV/0!
424	238	0	0	186	1.6%
155	12	0	143	0	5.4%

Fifth Column Iteration

					% diff
	235	0	394	235	
311	0	0	253	58	-2.2%
0	0	0	0	0	#DIV/0!
400	223	0	0	176	-5.6%
153	11	0	141	0	-1.9%

Sixth Row Iteration

					% diff
	248	0	403	247	
319	0	0	259	60	5.7%
0	0	0	0	0	#DIV/0!
424	237	0	0	187	2.2%
155	12	0	144	0	5.0%

Sixth Column Iteration

					% diff
	235	0	394	235	
310	0	0	253	57	-2.6%
0	0	0	0	0	#DIV/0!
402	224	0	0	178	-5.1%
152	11	0	141	0	-2.4%

Seventh Row Iteration

					% diff
	247	0	404	246	
319	0	0	260	58	5.3%
0	0	0	0	0	#DIV/0!
424	236	0	0	188	2.6%
155	11	0	144	0	4.8%

Seventh Column Iteration

					% diff
	235	0	394	235	
309	0	0	254	56	-2.9%
0	0	0	0	0	#DIV/0!
403	224	0	0	179	-4.8%
151	11	0	141	0	-2.7%

Eighth Row Iteration

					% diff
	247	0	406	245	
319	0	0	261	57	5.0%
0	0	0	0	0	#DIV/0!
424	235	0	0	188	2.9%
155	11	0	144	0	4.6%

Eighth Column Iteration

					% diff
	235	0	394	235	
309	0	0	254	55	-3.1%
0	0	0	0	0	#DIV/0!
404	224	0	0	180	-4.6%
151	11	0	140	0	-3.0%

Ninth Row Iteration

					% diff
	246	0	406	245	
319	0	0	262	57	4.7%
0	0	0	0	0	#DIV/0!
424	235	0	0	188	3.1%
155	11	0	145	0	4.4%

Ninth Column Iteration

					% diff
	235	0	394	235	
308	0	0	254	54	-3.3%
0	0	0	0	0	#DIV/0!
405	225	0	0	181	-4.4%
151	10	0	140	0	-3.2%

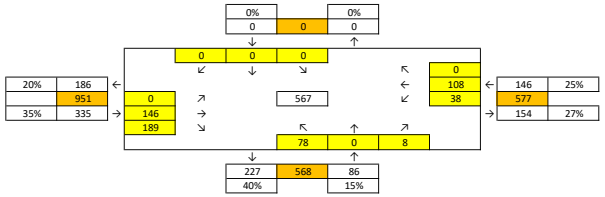
Tenth Row Iteration

					% diff
	246	0	407	245	
319	0	0	262	56	4.5%
0	0	0	0	0	#DIV/0!
424	235	0	0	189	3.3%
155	11	0	145	0	4.3%

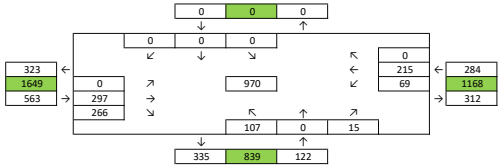
Tenth Column Iteration

					% diff
	235	0	394	235	
308	0	0	254	54	-3.4%
0	0	0	0	0	#DIV/0!
406	225	0	0	181	-4.2%
150	10	0	140	0	-3.3%

Scenario: 2024
N/S Street: SR-86 NB Ramps
E/W Street: Airport Blvd
Intersection #: 2



Scenario: 2033
N/S Street: SR-86 NB Ramps
E/W Street: Airport Blvd



Legend

Existing Turning Movements
Existing Peak Hour Counts per intersection leg
Forecasted Peak Hour per intersection leg

Base Year Intersection

		312	0	323	335
		154	0	186	227
296	146	0	0	108	38
0	0	0	0	0	0
581	335	146	0	0	189
127	86	8	0	78	0

First Row Iteration

					% diff
	265	0	334	405	
296	0	0	219	77	-15%
0	0	0	0	0	#DIV/0!
581	253	0	0	328	4%
127	12	0	115	0	21%

First Column Iteration

					% diff
	312	0	323	335	
275	0	0	211	64	-7%
0	0	0	0	0	#DIV/0!
569	298	0	0	272	-2%
125	14	0	111	0	-1%

Second Row Iteration

					% diff
	318	0	340	346	
296	0	0	227	69	2.0%
0	0	0	0	0	#DIV/0!
581	304	0	0	277	5.4%
127	14	0	113	0	3.1%

Second Column Iteration

					% diff
	312	0	323	335	
282	0	0	215	66	-4.6%
0	0	0	0	0	#DIV/0!
567	298	0	0	269	-2.4%
121	14	0	107	0	-4.8%

Third Row Iteration

					% diff
	320	0	338	345	
296	0	0	226	70	2.6%
0	0	0	0	0	#DIV/0!
581	305	0	0	276	4.9%
127	15	0	113	0	3.0%

Third Column Iteration

					% diff
	312	0	323	335	
283	0	0	215	68	-4.3%
0	0	0	0	0	#DIV/0!
565	298	0	0	268	-2.7%
121	14	0	107	0	-4.4%

Fourth Row Iteration

					% diff
	321	0	337	346	
296	0	0	225	71	2.9%
0	0	0	0	0	#DIV/0!
581	306	0	0	275	4.5%
127	15	0	112	0	3.1%

Fourth Column Iteration

					% diff
	312	0	323	335	
284	0	0	215	69	-4.0%
0	0	0	0	0	#DIV/0!
564	297	0	0	267	-2.9%
122	14	0	107	0	-4.1%

Fifth Row Iteration

					% diff
	321	0	336	346	
296	0	0	224	71	3.0%
0	0	0	0	0	#DIV/0!
581	306	0	0	275	4.2%
127	15	0	112	0	3.2%

Fifth Column Iteration

					% diff
	312	0	323	335	
284	0	0	215	69	-3.8%
0	0	0	0	0	#DIV/0!
563	297	0	0	266	-3.0%
122	15	0	107	0	-3.9%

Sixth Row Iteration

					% diff
	322	0	335	346	
296	0	0	224	72	3.2%
0	0	0	0	0	#DIV/0!
581	306	0	0	274	4.0%
127	15	0	112	0	3.3%

Sixth Column Iteration

					% diff
	312	0	323	335	
285	0	0	215	70	-3.7%
0	0	0	0	0	#DIV/0!
563	297	0	0	266	-3.1%
122	15	0	108	0	-3.8%

Seventh Row Iteration

					% diff
	322	0	335	347	
296	0	0	223	72	3.3%
0	0	0	0	0	#DIV/0!
581	307	0	0	274	3.9%
127	15	0	112	0	3.4%

Seventh Column Iteration

					% diff
	312	0	323	335	
285	0	0	215	70	-3.6%
0	0	0	0	0	#DIV/0!
562	297	0	0	265	-3.2%
122	15	0	108	0	-3.7%

Eighth Row Iteration

					% diff
	322	0	335	347	
296	0	0	223	73	3.3%
0	0	0	0	0	#DIV/0!
581	307	0	0	274	3.8%
127	15	0	112	0	3.4%

Eighth Column Iteration

					% diff
	312	0	323	335	
285	0	0	215	70	-3.5%
0	0	0	0	0	#DIV/0!
562	297	0	0	265	-3.3%
122	15	0	108	0	-3.6%

Ninth Row Iteration

					% diff
	322	0	334	347	
296	0	0	223	73	3.4%
0	0	0	0	0	#DIV/0!
581	307	0	0	274	3.7%
127	15	0	112	0	3.4%

Ninth Column Iteration

					% diff
	312	0	323	335	
285	0	0	215	70	-3.5%
0	0	0	0	0	#DIV/0!
562	297	0	0	265	-3.3%
123	15	0	108	0	-3.5%

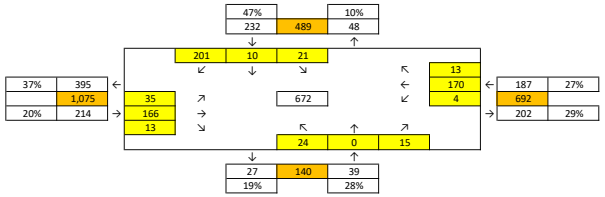
Tenth Row Iteration

					% diff
	322	0	334	347	
296	0	0	223	73	3.4%
0	0	0	0	0	#DIV/0!
581	307	0	0	274	3.6%
127	15	0	112	0	3.4%

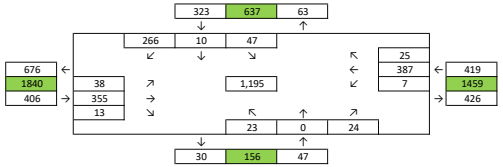
Tenth Column Iteration

					% diff
	312	0	323	335	
285	0	0	215	70	-3.5%
0	0	0	0	0	#DIV/0!
562	297	0	0	265	-3.3%
123	15	0	108	0	-3.5%

Scenario: 2024
N/S Street: SR-86 SB Ramps
E/W Street: Airport Blvd
Intersection #: 3



Scenario: 2033
N/S Street: SR-86 SB Ramps
E/W Street: Airport Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		426	63	676	30
		202	48	395	27
394	187	0	13	170	4
302	232	21	0	201	10
366	214	166	35	0	13
43	39	15	0	24	0

First Row Iteration

	328	87	647	44	% diff
394	0	27	358	8	-23%
302	27	0	262	13	40%
366	284	60	0	22	-4%
43	17	0	27	0	45%

First Column Iteration

	426	63	676	30	% diff
400	0	20	375	6	1%
318	35	0	274	9	5%
427	369	43	0	15	17%
50	22	0	28	0	14%

Second Row Iteration

	369	56	654	27	% diff
394	0	19	369	6	-13.3%
302	34	0	260	9	-10.2%
366	316	37	0	13	-3.3%
43	19	0	24	0	-9.0%

Second Column Iteration

	426	63	676	30	% diff
410	0	22	382	6	3.9%
317	39	0	269	9	5.0%
420	365	41	0	14	14.8%
47	22	0	25	0	8.7%

Third Row Iteration

	375	56	647	28	% diff
394	0	21	367	6	-11.9%
302	37	0	256	9	-9.7%
366	318	36	0	13	-4.3%
43	20	0	23	0	-8.4%

Third Column Iteration

	426	63	676	30	% diff
414	0	23	384	7	4.9%
320	42	0	268	10	5.7%
414	361	40	0	14	13.1%
47	23	0	24	0	8.7%

Fourth Row Iteration

	380	57	642	28	% diff
394	0	22	366	6	-10.8%
302	40	0	253	9	-9.0%
366	319	35	0	12	-5.1%
43	21	0	22	0	-8.1%

Fourth Column Iteration

	426	63	676	30	% diff
417	0	24	386	7	5.7%
321	45	0	267	10	6.4%
409	358	38	0	13	11.8%
47	24	0	24	0	8.6%

Fifth Row Iteration

	384	57	638	28	% diff
394	0	23	365	6	-9.9%
302	42	0	251	9	-8.5%
366	320	34	0	12	-5.7%
43	22	0	22	0	-7.8%

Fifth Column Iteration

	426	63	676	30	% diff
419	0	25	387	7	6.3%
323	47	0	266	10	6.8%
406	355	38	0	13	10.8%
47	24	0	23	0	8.5%

Sixth Row Iteration

	387	57	634	28	% diff
394	0	23	364	7	-9.2%
302	44	0	249	10	-8.2%
366	321	34	0	12	-6.2%
43	22	0	21	0	-7.7%

Sixth Column Iteration

	426	63	676	30	% diff
421	0	26	388	7	6.7%
324	48	0	265	10	7.1%
403	353	37	0	13	10.0%
47	24	0	23	0	8.4%

Seventh Row Iteration

	389	58	632	28	% diff
394	0	24	364	7	-8.7%
302	45	0	248	10	-8.0%
366	321	34	0	11	-6.5%
43	23	0	21	0	-7.6%

Seventh Column Iteration

	426	63	676	30	% diff
422	0	26	389	7	7.1%
324	49	0	265	10	7.4%
401	352	37	0	12	9.5%
47	25	0	22	0	8.3%

Eighth Row Iteration

	390	58	631	28	% diff
394	0	24	363	7	-8.4%
302	46	0	247	10	-7.8%
366	322	33	0	11	-6.7%
43	23	0	21	0	-7.5%

Eighth Column Iteration

	426	63	676	30	% diff
423	0	26	389	7	7.3%
325	50	0	265	11	7.5%
399	351	36	0	12	9.0%
47	25	0	22	0	8.2%

Ninth Row Iteration

	391	58	629	28	% diff
394	0	25	363	7	-8.1%
302	46	0	246	10	-7.7%
366	322	33	0	11	-6.9%
43	23	0	20	0	-7.5%

Ninth Column Iteration

	426	63	676	30	% diff
424	0	27	390	7	7.5%
325	51	0	264	11	7.7%
398	350	36	0	12	8.8%
47	25	0	22	0	8.2%

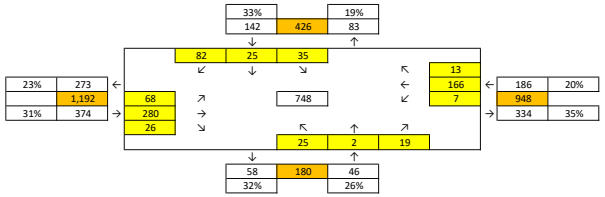
Tenth Row Iteration

	392	58	628	28	% diff
394	0	25	363	7	-7.9%
302	47	0	245	10	-7.6%
366	322	33	0	11	-7.1%
43	23	0	20	0	-7.5%

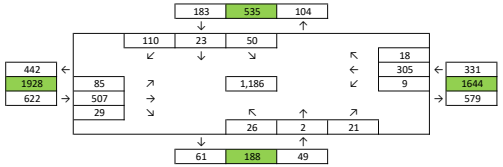
Tenth Column Iteration

	426	63	676	30	% diff
424	0	27	390	7	7.6%
326	51	0	264	11	7.8%
398	350	36	0	12	8.5%
47	25	0	22	0	8.1%

Scenario: 2024
N/S Street: SR-86 SB Ramps
E/W Street: Airport Blvd
Intersection #: 3



Scenario: 2033
N/S Street: SR-86 SB Ramps
E/W Street: Airport Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		579	104	442	61
		334	83	273	58
323	186	0	13	166	7
178	142	35	0	82	25
605	374	280	68	0	26
48	46	19	2	25	0

First Row Iteration

	517	135	417	86	% diff
323	0	23	288	12	-11%
178	44	0	103	31	29%
605	453	110	0	42	-6%
48	20	2	26	0	41%

First Column Iteration

	579	104	442	61	% diff
331	0	17	305	9	3%
181	49	0	109	22	1%
623	508	85	0	30	3%
52	22	2	28	0	7%

Second Row Iteration

	563	101	431	59	% diff
323	0	17	297	8	-2.9%
178	49	0	108	22	-2.8%
605	493	83	0	29	-2.5%
48	21	2	26	0	-2.2%

Second Column Iteration

	579	104	442	61	% diff
331	0	18	305	9	2.5%
183	50	0	110	22	2.6%
622	508	85	0	30	2.9%
49	21	2	26	0	2.7%

Third Row Iteration

	563	101	431	59	% diff
323	0	17	297	8	-2.8%
178	49	0	108	22	-2.8%
605	493	83	0	29	-2.5%
48	21	2	26	0	-2.7%

Third Column Iteration

	579	104	442	61	% diff
331	0	18	305	9	2.6%
183	50	0	110	22	2.7%
622	508	85	0	30	2.9%
49	21	2	26	0	2.7%

Fourth Row Iteration

	563	101	430	59	% diff
323	0	17	297	8	-2.8%
178	49	0	108	22	-2.7%
605	493	83	0	29	-2.6%
48	21	2	26	0	-2.7%

Fourth Column Iteration

	579	104	442	61	% diff
331	0	18	305	9	2.6%
183	50	0	110	22	2.7%
622	507	85	0	29	2.8%
49	21	2	26	0	2.7%

Fifth Row Iteration

	563	101	430	59	% diff
323	0	17	297	8	-2.7%
178	49	0	107	22	-2.7%
605	494	83	0	29	-2.6%
48	21	2	26	0	-2.7%

Fifth Column Iteration

	579	104	442	61	% diff
331	0	18	305	9	2.7%
183	50	0	110	23	2.7%
622	507	85	0	29	2.8%
49	21	2	26	0	2.7%

Sixth Row Iteration

	563	101	430	59	% diff
323	0	17	297	8	-2.7%
178	49	0	107	22	-2.7%
605	494	83	0	29	-2.6%
48	21	2	26	0	-2.7%

Sixth Column Iteration

	579	104	442	61	% diff
331	0	18	305	9	2.7%
183	50	0	110	23	2.7%
622	507	85	0	29	2.8%
49	21	2	26	0	2.7%

Seventh Row Iteration

	564	101	430	59	% diff
323	0	17	297	8	-2.7%
178	49	0	107	22	-2.7%
605	494	83	0	29	-2.6%
48	21	2	26	0	-2.7%

Seventh Column Iteration

	579	104	442	61	% diff
331	0	18	305	9	2.7%
183	50	0	110	23	2.7%
622	507	85	0	29	2.8%
49	21	2	26	0	2.7%

Eighth Row Iteration

	564	101	430	59	% diff
323	0	17	297	8	-2.7%
178	49	0	107	22	-2.7%
605	494	83	0	29	-2.6%
48	21	2	26	0	-2.7%

Eighth Column Iteration

	579	104	442	61	% diff
331	0	18	305	9	2.7%
183	50	0	110	23	2.7%
622	507	85	0	29	2.8%
49	21	2	26	0	2.7%

Ninth Row Iteration

	564	101	430	59	% diff
323	0	17	297	8	-2.7%
178	49	0	107	22	-2.7%
605	494	83	0	29	-2.6%
48	21	2	26	0	-2.7%

Ninth Column Iteration

	579	104	442	61	% diff
331	0	18	305	9	2.7%
183	50	0	110	23	2.7%
622	507	85	0	29	2.8%
49	21	2	26	0	2.7%

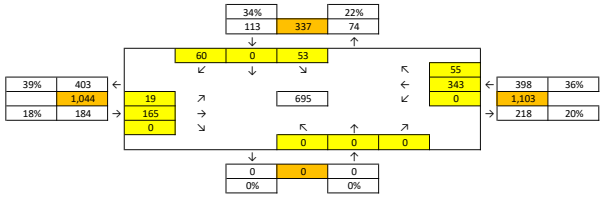
Tenth Row Iteration

	564	101	430	59	% diff
323	0	17	297	8	-2.7%
178	49	0	107	22	-2.7%
605	494	83	0	29	-2.7%
48	21	2	26	0	-2.7%

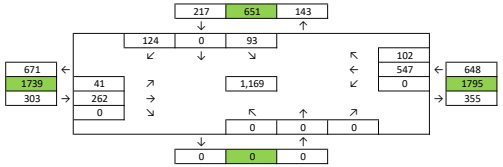
Tenth Column Iteration

	579	104	442	61	% diff
331	0	18	305	9	2.7%
183	50	0	110	23	2.7%
622	507	85	0	29	2.8%
49	21	2	26	0	2.7%

Scenario: 2024
N/S Street: Palm St
E/W Street: Airport Blvd
Intersection #: 4



Scenario: 2033
N/S Street: Palm St
E/W Street: Airport Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		355	143	671	0
		218	74	403	0
648	398	0	55	343	0
218	113	53	0	60	0
306	184	165	19	0	0
0	0	0	0	0	0

First Row Iteration

	377	121	674	0	% diff
648	0	90	558	0	6%
218	102	0	116	0	-15%
306	275	32	0	0	0%
0	0	0	0	0	#DIV/0!

First Column Iteration

	355	143	671	0	% diff
661	0	106	556	0	2%
212	96	0	115	0	-3%
296	258	37	0	0	-3%
0	0	0	0	0	#DIV/0!

Second Row Iteration

	367	142	663	0	% diff
648	0	103	544	0	3.5%
218	99	0	119	0	-0.6%
306	268	39	0	0	-1.2%
0	0	0	0	0	#DIV/0!

Second Column Iteration

	355	143	671	0	% diff
655	0	104	551	0	1.1%
216	96	0	120	0	-0.9%
298	259	39	0	0	-2.9%
0	0	0	0	0	#DIV/0!

Third Row Iteration

	363	143	666	0	% diff
648	0	103	545	0	2.4%
218	97	0	121	0	0.0%
306	266	40	0	0	-0.7%
0	0	0	0	0	#DIV/0!

Third Column Iteration

	355	143	671	0	% diff
652	0	103	549	0	0.6%
217	95	0	122	0	-0.6%
300	260	40	0	0	-2.0%
0	0	0	0	0	#DIV/0!

Fourth Row Iteration

	361	143	669	0	% diff
648	0	102	545	0	1.7%
218	95	0	123	0	0.1%
306	266	41	0	0	-0.4%
0	0	0	0	0	#DIV/0!

Fourth Column Iteration

	355	143	671	0	% diff
650	0	102	548	0	0.3%
217	94	0	124	0	-0.5%
302	261	41	0	0	-1.4%
0	0	0	0	0	#DIV/0!

Fifth Row Iteration

	359	143	670	0	% diff
648	0	102	546	0	1.2%
218	94	0	124	0	0.2%
306	265	41	0	0	-0.2%
0	0	0	0	0	#DIV/0!

Fifth Column Iteration

	355	143	671	0	% diff
648	0	102	547	0	0.1%
217	93	0	124	0	-0.4%
303	262	41	0	0	-1.1%
0	0	0	0	0	#DIV/0!

Sixth Row Iteration

	358	143	671	0	% diff
648	0	101	546	0	0.9%
218	93	0	125	0	0.2%
306	265	42	0	0	0.0%
0	0	0	0	0	#DIV/0!

Sixth Column Iteration

	355	143	671	0	% diff
648	0	101	546	0	0.0%
217	92	0	125	0	-0.4%
304	262	42	0	0	-0.8%
0	0	0	0	0	#DIV/0!

Seventh Row Iteration

	357	143	672	0	% diff
648	0	101	546	0	0.7%
218	93	0	125	0	0.3%
306	264	42	0	0	0.1%
0	0	0	0	0	#DIV/0!

Seventh Column Iteration

	355	143	671	0	% diff
647	0	101	546	0	-0.1%
218	92	0	125	0	-0.3%
305	263	42	0	0	-0.6%
0	0	0	0	0	#DIV/0!

Eighth Row Iteration

	357	143	672	0	% diff
648	0	101	547	0	0.6%
218	92	0	126	0	0.3%
306	264	42	0	0	0.2%
0	0	0	0	0	#DIV/0!

Eighth Column Iteration

	355	143	671	0	% diff
647	0	101	546	0	-0.2%
218	92	0	126	0	-0.3%
305	263	42	0	0	-0.5%
0	0	0	0	0	#DIV/0!

Ninth Row Iteration

	356	143	673	0	% diff
648	0	101	547	0	0.5%
218	92	0	126	0	0.3%
306	264	42	0	0	0.2%
0	0	0	0	0	#DIV/0!

Ninth Column Iteration

	355	143	671	0	% diff
646	0	101	546	0	-0.2%
218	92	0	126	0	-0.3%
305	263	42	0	0	-0.4%
0	0	0	0	0	#DIV/0!

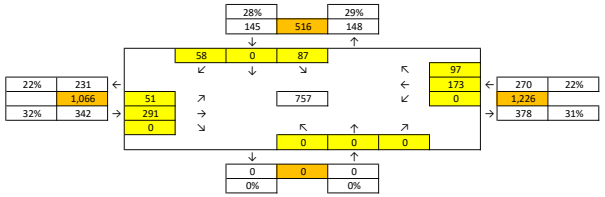
Tenth Row Iteration

	356	143	673	0	% diff
648	0	101	547	0	0.4%
218	92	0	126	0	0.3%
306	264	42	0	0	0.2%
0	0	0	0	0	#DIV/0!

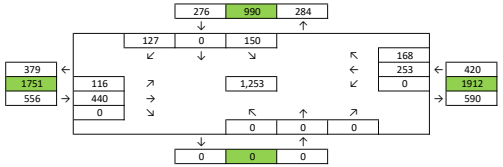
Tenth Column Iteration

	355	143	671	0	% diff
646	0	101	545	0	-0.2%
218	92	0	126	0	-0.3%
305	263	42	0	0	-0.4%
0	0	0	0	0	#DIV/0!

Scenario: 2024
N/S Street: Palm St
E/W Street: Airport Blvd
Intersection #: 4



Scenario: 2033
N/S Street: Palm St
E/W Street: Airport Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		590	284	379	0
		378	148	231	0
421	270	0	97	173	0
278	145	87	0	58	0
562	342	291	51	0	0
0	0	0	0	0	0

First Row Iteration

	645	235	381	0	% diff
421	0	151	270	0	9%
278	167	0	111	0	-17%
562	478	84	0	0	0%
0	0	0	0	0	#DIV/0!

First Column Iteration

	590	284	379	0	% diff
451	0	183	269	0	7%
263	153	0	111	0	-5%
538	437	101	0	0	-4%
0	0	0	0	0	#DIV/0!

Second Row Iteration

	617	276	368	0	% diff
421	0	170	251	0	4.7%
278	161	0	117	0	-2.8%
562	456	106	0	0	-3.1%
0	0	0	0	0	#DIV/0!

Second Column Iteration

	590	284	379	0	% diff
434	0	175	259	0	3.1%
275	154	0	121	0	-1.3%
544	436	109	0	0	-3.1%
0	0	0	0	0	#DIV/0!

Third Row Iteration

	605	282	373	0	% diff
421	0	170	251	0	2.7%
278	156	0	122	0	-0.6%
562	450	112	0	0	-1.6%
0	0	0	0	0	#DIV/0!

Third Column Iteration

	590	284	379	0	% diff
426	0	171	255	0	1.2%
276	152	0	124	0	-0.8%
551	438	113	0	0	-2.0%
0	0	0	0	0	#DIV/0!

Fourth Row Iteration

	600	284	377	0	% diff
421	0	169	252	0	1.7%
278	153	0	125	0	0.1%
562	447	115	0	0	-0.6%
0	0	0	0	0	#DIV/0!

Fourth Column Iteration

	590	284	379	0	% diff
422	0	169	253	0	0.3%
276	150	0	126	0	-0.7%
554	439	115	0	0	-1.3%
0	0	0	0	0	#DIV/0!

Fifth Row Iteration

	597	285	380	0	% diff
421	0	168	253	0	1.2%
278	151	0	127	0	0.4%
562	445	117	0	0	0.0%
0	0	0	0	0	#DIV/0!

Fifth Column Iteration

	590	284	379	0	% diff
420	0	168	253	0	-0.2%
276	150	0	127	0	-0.6%
556	440	116	0	0	-1.0%
0	0	0	0	0	#DIV/0!

Sixth Row Iteration

	595	285	381	0	% diff
421	0	168	253	0	0.9%
278	151	0	128	0	0.5%
562	444	117	0	0	0.3%
0	0	0	0	0	#DIV/0!

Sixth Column Iteration

	590	284	379	0	% diff
419	0	167	252	0	-0.4%
276	149	0	127	0	-0.6%
557	440	117	0	0	-0.8%
0	0	0	0	0	#DIV/0!

Seventh Row Iteration

	594	286	381	0	% diff
421	0	168	253	0	0.8%
278	150	0	128	0	0.6%
562	444	118	0	0	0.5%
0	0	0	0	0	#DIV/0!

Seventh Column Iteration

	590	284	379	0	% diff
419	0	167	252	0	-0.5%
276	149	0	127	0	-0.6%
558	441	117	0	0	-0.7%
0	0	0	0	0	#DIV/0!

Eighth Row Iteration

	594	286	382	0	% diff
421	0	168	253	0	0.7%
278	150	0	128	0	0.6%
562	444	118	0	0	0.6%
0	0	0	0	0	#DIV/0!

Eighth Column Iteration

	590	284	379	0	% diff
419	0	167	252	0	-0.6%
276	149	0	128	0	-0.6%
558	441	117	0	0	-0.7%
0	0	0	0	0	#DIV/0!

Ninth Row Iteration

	594	286	382	0	% diff
421	0	168	253	0	0.7%
278	150	0	128	0	0.6%
562	444	118	0	0	0.6%
0	0	0	0	0	#DIV/0!

Ninth Column Iteration

	590	284	379	0	% diff
418	0	167	252	0	-0.6%
276	149	0	128	0	-0.6%
558	441	117	0	0	-0.7%
0	0	0	0	0	#DIV/0!

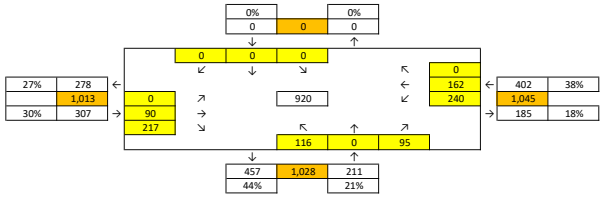
Tenth Row Iteration

	593	286	382	0	% diff
421	0	168	253	0	0.7%
278	150	0	128	0	0.6%
562	444	118	0	0	0.6%
0	0	0	0	0	#DIV/0!

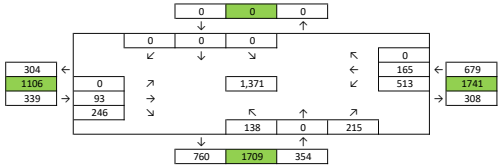
Tenth Column Iteration

	590	284	379	0	% diff
418	0	167	252	0	-0.6%
276	149	0	128	0	-0.6%
558	441	117	0	0	-0.7%
0	0	0	0	0	#DIV/0!

Scenario: 2024
N/S Street: Polk St
E/W Street: Airport Blvd
Intersection #: 5



Scenario: 2033
N/S Street: Polk St
E/W Street: Airport Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		308	0	304	760
		185	0	278	457
670	402	0	0	162	240
0	0	0	0	0	0
335	307	90	0	0	217
351	211	95	0	116	0

First Row Iteration

	256	0	463	637	% diff
670	0	0	270	400	-17%
0	0	0	0	0	#DIV/0!
335	98	0	0	237	52%
351	158	0	193	0	-16%

First Column Iteration

	308	0	304	760	% diff
654	0	0	177	477	-2%
0	0	0	0	0	#DIV/0!
401	118	0	0	283	20%
316	190	0	126	0	-10%

Second Row Iteration

	309	0	321	725	% diff
670	0	0	181	488	0.4%
0	0	0	0	0	#DIV/0!
335	99	0	0	236	5.9%
351	211	0	140	0	-4.6%

Second Column Iteration

	308	0	304	760	% diff
683	0	0	171	512	2.0%
0	0	0	0	0	#DIV/0!
346	98	0	0	248	3.3%
342	210	0	132	0	-2.5%

Third Row Iteration

	310	0	304	742	% diff
670	0	0	168	502	0.7%
0	0	0	0	0	#DIV/0!
335	95	0	0	240	0.0%
351	215	0	136	0	-2.4%

Third Column Iteration

	308	0	304	760	% diff
682	0	0	168	514	1.8%
0	0	0	0	0	#DIV/0!
340	95	0	0	246	1.5%
349	214	0	136	0	-0.4%

Fourth Row Iteration

	308	0	301	747	% diff
670	0	0	165	505	-0.2%
0	0	0	0	0	#DIV/0!
335	93	0	0	242	-0.8%
351	214	0	136	0	-1.7%

Fourth Column Iteration

	308	0	304	760	% diff
680	0	0	166	514	1.5%
0	0	0	0	0	#DIV/0!
340	93	0	0	246	1.3%
352	215	0	137	0	0.4%

Fifth Row Iteration

	306	0	301	749	% diff
670	0	0	164	506	-0.7%
0	0	0	0	0	#DIV/0!
335	92	0	0	243	-1.0%
351	214	0	137	0	-1.4%

Fifth Column Iteration

	308	0	304	760	% diff
679	0	0	165	513	1.3%
0	0	0	0	0	#DIV/0!
339	93	0	0	246	1.2%
354	215	0	138	0	0.8%

Sixth Row Iteration

	305	0	300	750	% diff
670	0	0	163	507	-0.9%
0	0	0	0	0	#DIV/0!
335	92	0	0	243	-1.1%
351	214	0	137	0	-1.3%

Sixth Column Iteration

	308	0	304	760	% diff
678	0	0	165	513	1.2%
0	0	0	0	0	#DIV/0!
339	93	0	0	247	1.2%
354	216	0	139	0	1.0%

Seventh Row Iteration

	305	0	300	751	% diff
670	0	0	163	507	-1.0%
0	0	0	0	0	#DIV/0!
335	91	0	0	244	-1.1%
351	214	0	137	0	-1.2%

Seventh Column Iteration

	308	0	304	760	% diff
678	0	0	165	513	1.2%
0	0	0	0	0	#DIV/0!
339	92	0	0	247	1.2%
355	216	0	139	0	1.1%

Eighth Row Iteration

	305	0	300	751	% diff
670	0	0	163	507	-1.1%
0	0	0	0	0	#DIV/0!
335	91	0	0	244	-1.1%
351	213	0	137	0	-1.2%

Eighth Column Iteration

	308	0	304	760	% diff
678	0	0	165	513	1.2%
0	0	0	0	0	#DIV/0!
339	92	0	0	247	1.2%
355	216	0	139	0	1.1%

Ninth Row Iteration

	305	0	300	751	% diff
670	0	0	163	507	-1.1%
0	0	0	0	0	#DIV/0!
335	91	0	0	244	-1.1%
351	213	0	137	0	-1.2%

Ninth Column Iteration

	308	0	304	760	% diff
678	0	0	165	513	1.2%
0	0	0	0	0	#DIV/0!
339	92	0	0	247	1.2%
355	216	0	139	0	1.1%

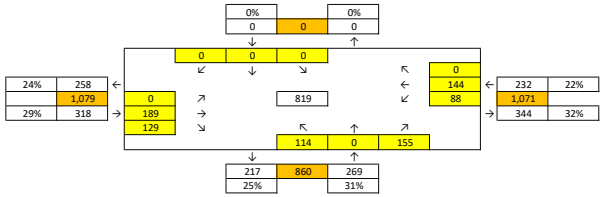
Tenth Row Iteration

	305	0	300	751	% diff
670	0	0	163	507	-1.1%
0	0	0	0	0	#DIV/0!
335	91	0	0	244	-1.1%
351	213	0	137	0	-1.2%

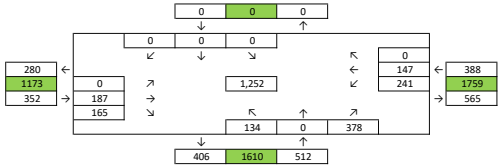
Tenth Column Iteration

	308	0	304	760	% diff
678	0	0	165	513	1.2%
0	0	0	0	0	#DIV/0!
339	92	0	0	247	1.2%
355	216	0	139	0	1.2%

Scenario: 2024
N/S Street: Polk St
E/W Street: Airport Blvd
Intersection #: 5



Scenario: 2033
N/S Street: Polk St
E/W Street: Airport Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		565	0	280	406
		344	0	258	217
381	232	0	0	144	88
0	0	0	0	0	0
346	318	189	0	0	129
504	269	155	0	114	0

First Row Iteration

					% diff
		496	0	450	285
381		0	0	237	145	-12%
0		0	0	0	0	#DIV/0!
346		205	0	0	140	60%
504		290	0	213	0	-30%

First Column Iteration

					% diff
		565	0	280	406
354		0	0	147	206	-7%
0		0	0	0	0	#DIV/0!
434		234	0	0	200	26%
464		331	0	133	0	-8%

Second Row Iteration

					% diff
		546	0	303	381
381		0	0	159	222	-3.4%
0		0	0	0	0	#DIV/0!
346		186	0	0	159	8.1%
504		359	0	144	0	-6.1%

Second Column Iteration

					% diff
		565	0	280	406
384		0	0	147	237	0.7%
0		0	0	0	0	#DIV/0!
363		193	0	0	170	4.9%
505		372	0	134	0	0.4%

Third Row Iteration

					% diff
		555	0	279	397
381		0	0	146	235	-1.8%
0		0	0	0	0	#DIV/0!
346		184	0	0	162	-0.5%
504		371	0	133	0	-2.3%

Third Column Iteration

					% diff
		565	0	280	406
387		0	0	147	241	1.7%
0		0	0	0	0	#DIV/0!
353		187	0	0	166	2.1%
511		377	0	134	0	1.5%

Fourth Row Iteration

					% diff
		555	0	276	399
381		0	0	144	237	-1.7%
0		0	0	0	0	#DIV/0!
346		184	0	0	162	-1.6%
504		372	0	132	0	-1.8%

Fourth Column Iteration

					% diff
		565	0	280	406
388		0	0	147	241	1.8%
0		0	0	0	0	#DIV/0!
352		187	0	0	165	1.8%
512		378	0	134	0	1.7%

Fifth Row Iteration

					% diff
		555	0	276	399
381		0	0	144	237	-1.7%
0		0	0	0	0	#DIV/0!
346		183	0	0	162	-1.7%
504		372	0	132	0	-1.7%

Fifth Column Iteration

					% diff
		565	0	280	406
388		0	0	147	241	1.8%
0		0	0	0	0	#DIV/0!
352		187	0	0	165	1.7%
512		378	0	134	0	1.7%

Sixth Row Iteration

					% diff
		555	0	276	399
381		0	0	144	237	-1.7%
0		0	0	0	0	#DIV/0!
346		183	0	0	162	-1.7%
504		372	0	132	0	-1.7%

Sixth Column Iteration

					% diff
		565	0	280	406
388		0	0	147	241	1.7%
0		0	0	0	0	#DIV/0!
352		187	0	0	165	1.7%
512		378	0	134	0	1.7%

Seventh Row Iteration

					% diff
		555	0	276	399
381		0	0	144	237	-1.7%
0		0	0	0	0	#DIV/0!
346		183	0	0	162	-1.7%
504		372	0	132	0	-1.7%

Seventh Column Iteration

					% diff
		565	0	280	406
388		0	0	147	241	1.7%
0		0	0	0	0	#DIV/0!
352		187	0	0	165	1.7%
512		378	0	134	0	1.7%

Eighth Row Iteration

					% diff
		555	0	276	399
381		0	0	144	237	-1.7%
0		0	0	0	0	#DIV/0!
346		183	0	0	162	-1.7%
504		372	0	132	0	-1.7%

Eighth Column Iteration

					% diff
		565	0	280	406
388		0	0	147	241	1.7%
0		0	0	0	0	#DIV/0!
352		187	0	0	165	1.7%
512		378	0	134	0	1.7%

Ninth Row Iteration

					% diff
		555	0	276	399
381		0	0	144	237	-1.7%
0		0	0	0	0	#DIV/0!
346		183	0	0	162	-1.7%
504		372	0	132	0	-1.7%

Ninth Column Iteration

					% diff
		565	0	280	406
388		0	0	147	241	1.7%
0		0	0	0	0	#DIV/0!
352		187	0	0	165	1.7%
512		378	0	134	0	1.7%

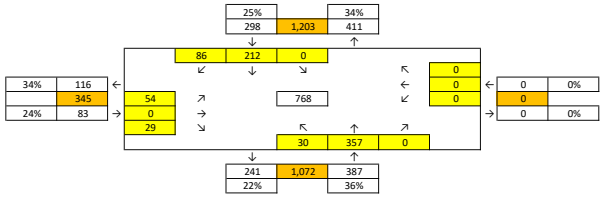
Tenth Row Iteration

					% diff
		555	0	276	399
381		0	0	144	237	-1.7%
0		0	0	0	0	#DIV/0!
346		183	0	0	162	-1.7%
504		372	0	132	0	-1.7%

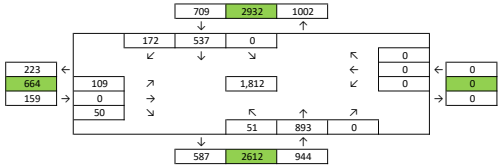
Tenth Column Iteration

					% diff
		565	0	280	406
388		0	0	147	241	1.7%
0		0	0	0	0	#DIV/0!
352		187	0	0	165	1.7%
512		378	0	134	0	1.7%

Scenario: 2024
N/S Street: Palm St
E/W Street: Grapefruit Blvd
Intersection #: 6



Scenario: 2033
N/S Street: Palm St
E/W Street: Grapefruit Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		0	1002	223	587
		0	411	116	241
0	0	0	0	0	0
726	298	0	0	86	212
160	83	0	54	0	29
943	387	0	357	30	0

First Row Iteration

	0	974	283	573	% diff
0	0	0	0	0	#DIV/0!
726	0	0	210	517	-3%
160	0	104	0	56	27%
943	0	870	73	0	-3%

First Column Iteration

	0	1002	223	587	% diff
0	0	0	0	0	#DIV/0!
695	0	0	166	530	-4%
164	0	107	0	57	3%
953	0	895	58	0	1%

Second Row Iteration

	0	990	230	609	% diff
0	0	0	0	0	#DIV/0!
726	0	0	173	553	-1.2%
160	0	104	0	56	3.0%
943	0	886	57	0	3.7%

Second Column Iteration

	0	1002	223	587	% diff
0	0	0	0	0	#DIV/0!
701	0	0	168	534	-3.4%
159	0	105	0	54	-0.5%
952	0	896	55	0	0.9%

Third Row Iteration

	0	994	229	606	% diff
0	0	0	0	0	#DIV/0!
726	0	0	174	553	-0.8%
160	0	106	0	54	2.4%
943	0	888	55	0	3.3%

Third Column Iteration

	0	1002	223	587	% diff
0	0	0	0	0	#DIV/0!
705	0	0	170	535	-3.0%
159	0	107	0	52	-0.5%
949	0	895	54	0	0.6%

Fourth Row Iteration

	0	997	228	604	% diff
0	0	0	0	0	#DIV/0!
726	0	0	175	551	-0.5%
160	0	107	0	53	2.2%
943	0	890	53	0	2.9%

Fourth Column Iteration

	0	1002	223	587	% diff
0	0	0	0	0	#DIV/0!
707	0	0	171	536	-2.6%
159	0	108	0	51	-0.6%
946	0	894	52	0	0.3%

Fifth Row Iteration

	0	999	228	602	% diff
0	0	0	0	0	#DIV/0!
726	0	0	176	551	-0.2%
160	0	108	0	51	2.0%
943	0	891	52	0	2.5%

Fifth Column Iteration

	0	1002	223	587	% diff
0	0	0	0	0	#DIV/0!
709	0	0	172	537	-2.3%
159	0	109	0	50	-0.6%
944	0	893	51	0	0.1%

Sixth Row Iteration

	0	1001	227	600	% diff
0	0	0	0	0	#DIV/0!
726	0	0	176	550	0.0%
160	0	109	0	50	1.8%
943	0	892	51	0	2.2%

Sixth Column Iteration

	0	1002	223	587	% diff
0	0	0	0	0	#DIV/0!
711	0	0	173	538	-2.1%
159	0	109	0	49	-0.7%
942	0	892	50	0	-0.1%

Seventh Row Iteration

	0	1003	227	599	% diff
0	0	0	0	0	#DIV/0!
726	0	0	177	549	0.1%
160	0	110	0	50	1.7%
943	0	893	50	0	2.0%

Seventh Column Iteration

	0	1002	223	587	% diff
0	0	0	0	0	#DIV/0!
713	0	0	174	539	-1.9%
159	0	110	0	49	-0.7%
941	0	892	49	0	-0.2%

Eighth Row Iteration

	0	1004	227	598	% diff
0	0	0	0	0	#DIV/0!
726	0	0	177	549	0.3%
160	0	111	0	49	1.5%
943	0	894	49	0	1.8%

Eighth Column Iteration

	0	1002	223	587	% diff
0	0	0	0	0	#DIV/0!
714	0	0	175	539	-1.7%
159	0	110	0	48	-0.7%
940	0	891	49	0	-0.3%

Ninth Row Iteration

	0	1005	226	597	% diff
0	0	0	0	0	#DIV/0!
726	0	0	178	549	0.4%
160	0	111	0	49	1.4%
943	0	894	49	0	1.7%

Ninth Column Iteration

	0	1002	223	587	% diff
0	0	0	0	0	#DIV/0!
715	0	0	175	540	-1.6%
159	0	111	0	48	-0.8%
939	0	891	48	0	-0.4%

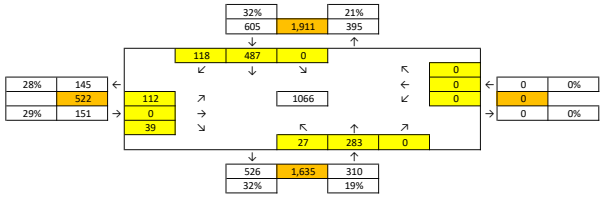
Tenth Row Iteration

	0	1006	226	596	% diff
0	0	0	0	0	#DIV/0!
726	0	0	178	548	0.5%
160	0	112	0	48	1.4%
943	0	895	48	0	1.5%

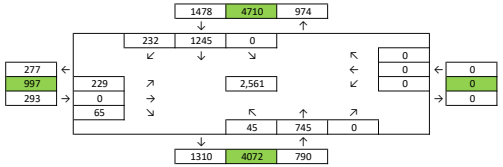
Tenth Column Iteration

	0	1002	223	587	% diff
0	0	0	0	0	#DIV/0!
716	0	0	176	540	-1.5%
158	0	111	0	47	-0.8%
938	0	891	48	0	-0.5%

Scenario: 2024
N/S Street: Palm St
E/W Street: Grapefruit Blvd
Intersection #: 6



Scenario: 2033
N/S Street: Palm St
E/W Street: Grapefruit Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		0	974	277	1310
		0	395	145	526
0	0	0	0	0	0
1491	605	0	0	118	487
288	151	0	112	0	39
772	310	0	283	27	0

First Row Iteration

	0	919	358	1275	% diff
0	0	0	0	0	#DIV/0!
1491	0	0	291	1200	-6%
288	0	214	0	74	29%
772	0	705	67	0	-3%

First Column Iteration

	0	974	277	1310	% diff
0	0	0	0	0	#DIV/0!
1458	0	0	225	1233	-2%
303	0	227	0	77	5%
799	0	747	52	0	3%

Second Row Iteration

	0	937	280	1334	% diff
0	0	0	0	0	#DIV/0!
1491	0	0	230	1261	-3.7%
288	0	216	0	73	1.2%
772	0	722	50	0	1.8%

Second Column Iteration

	0	974	277	1310	% diff
0	0	0	0	0	#DIV/0!
1466	0	0	227	1239	-1.7%
295	0	224	0	71	2.4%
799	0	750	50	0	3.5%

Third Row Iteration

	0	943	279	1330	% diff
0	0	0	0	0	#DIV/0!
1491	0	0	231	1260	-3.2%
288	0	219	0	70	0.8%
772	0	724	48	0	1.5%

Third Column Iteration

	0	974	277	1310	% diff
0	0	0	0	0	#DIV/0!
1471	0	0	229	1241	-1.4%
295	0	226	0	69	2.1%
795	0	748	48	0	3.0%

Fourth Row Iteration

	0	947	279	1326	% diff
0	0	0	0	0	#DIV/0!
1491	0	0	233	1259	-2.7%
288	0	221	0	67	0.7%
772	0	726	46	0	1.2%

Fourth Column Iteration

	0	974	277	1310	% diff
0	0	0	0	0	#DIV/0!
1475	0	0	231	1243	-1.1%
294	0	227	0	67	1.9%
792	0	746	46	0	2.6%

Fifth Row Iteration

	0	950	278	1323	% diff
0	0	0	0	0	#DIV/0!
1491	0	0	234	1257	-2.4%
288	0	223	0	65	0.5%
772	0	727	45	0	1.0%

Fifth Column Iteration

	0	974	277	1310	% diff
0	0	0	0	0	#DIV/0!
1478	0	0	232	1245	-0.9%
293	0	229	0	65	1.7%
790	0	745	45	0	2.3%

Sixth Row Iteration

	0	953	278	1320	% diff
0	0	0	0	0	#DIV/0!
1491	0	0	235	1257	-2.1%
288	0	225	0	64	0.4%
772	0	729	44	0	0.8%

Sixth Column Iteration

	0	974	277	1310	% diff
0	0	0	0	0	#DIV/0!
1480	0	0	234	1247	-0.7%
293	0	230	0	63	1.5%
787	0	744	43	0	2.0%

Seventh Row Iteration

	0	956	278	1318	% diff
0	0	0	0	0	#DIV/0!
1491	0	0	235	1256	-1.8%
288	0	226	0	62	0.3%
772	0	730	43	0	0.6%

Seventh Column Iteration

	0	974	277	1310	% diff
0	0	0	0	0	#DIV/0!
1483	0	0	235	1248	-0.6%
292	0	230	0	62	1.3%
786	0	743	42	0	1.7%

Eighth Row Iteration

	0	958	278	1316	% diff
0	0	0	0	0	#DIV/0!
1491	0	0	236	1255	-1.6%
288	0	227	0	61	0.2%
772	0	730	42	0	0.5%

Eighth Column Iteration

	0	974	277	1310	% diff
0	0	0	0	0	#DIV/0!
1485	0	0	235	1249	-0.4%
292	0	231	0	61	1.2%
784	0	742	42	0	1.5%

Ninth Row Iteration

	0	960	277	1315	% diff
0	0	0	0	0	#DIV/0!
1491	0	0	236	1255	-1.4%
288	0	228	0	60	0.1%
772	0	731	41	0	0.4%

Ninth Column Iteration

	0	974	277	1310	% diff
0	0	0	0	0	#DIV/0!
1486	0	0	236	1250	-0.3%
292	0	232	0	60	1.1%
783	0	742	41	0	1.4%

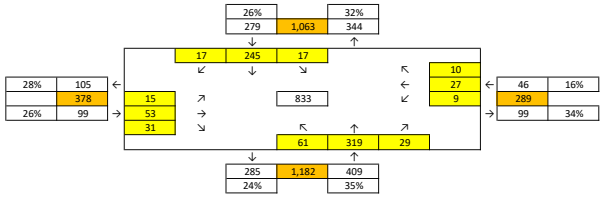
Tenth Row Iteration

	0	961	277	1313	% diff
0	0	0	0	0	#DIV/0!
1491	0	0	237	1254	-1.3%
288	0	229	0	59	0.1%
772	0	732	40	0	0.3%

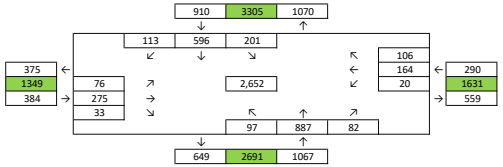
Tenth Column Iteration

	0	974	277	1310	% diff
0	0	0	0	0	#DIV/0!
1488	0	0	237	1251	-0.2%
291	0	232	0	59	1.0%
782	0	741	40	0	1.2%

Scenario: 2024
N/S Street: Avenue 54
E/W Street: Grapefruit Blvd
Intersection #: 7



Scenario: 2033
N/S Street: Avenue 54
E/W Street: Grapefruit Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		559	1070	375	649
		99	344	105	285
260	46	0	10	27	9
867	279	17	0	17	245
353	99	53	15	0	31
931	409	29	319	61	0

First Row Iteration

	308	836	344	923	% diff
260	0	56	152	51	-45%
867	53	0	53	762	-22%
353	189	54	0	111	-8%
931	66	726	139	0	42%

First Column Iteration

	559	1070	375	649	% diff
274	0	72	166	36	5%
689	96	0	58	535	-21%
489	343	68	0	78	38%
1200	120	929	151	0	29%

Second Row Iteration

	461	839	347	764	% diff
260	0	68	157	34	-17.4%
867	121	0	72	674	-21.6%
353	248	49	0	56	-7.4%
931	93	721	117	0	17.8%

Second Column Iteration

	559	1070	375	649	% diff
286	0	87	170	29	10.1%
797	146	0	78	572	-8.1%
411	300	63	0	48	16.2%
1158	113	919	127	0	24.4%

Third Row Iteration

	508	872	341	690	% diff
260	0	79	154	26	-9.1%
867	159	0	85	623	-18.4%
353	258	54	0	41	-8.9%
931	90	739	102	0	6.4%

Third Column Iteration

	559	1070	375	649	% diff
291	0	97	169	25	12.1%
854	175	0	94	586	-1.5%
389	284	66	0	39	10.1%
1117	100	906	112	0	20.0%

Fourth Row Iteration

	519	902	339	652	% diff
260	0	87	151	22	-7.2%
867	178	0	95	595	-15.7%
353	258	60	0	35	-9.5%
931	83	755	93	0	0.4%

Fourth Column Iteration

	559	1070	375	649	% diff
291	0	103	167	22	12.3%
889	192	0	105	592	2.4%
384	278	72	0	35	8.8%
1088	89	895	103	0	16.8%

Fifth Row Iteration

	519	924	339	630	% diff
260	0	92	149	19	-7.1%
867	187	0	102	578	-13.6%
353	255	66	0	32	-9.5%
931	77	766	88	0	-3.0%

Fifth Column Iteration

	559	1070	375	649	% diff
290	0	106	164	20	11.8%
910	201	0	113	596	4.9%
384	275	76	0	33	8.8%
1067	82	887	97	0	14.6%

Sixth Row Iteration

	517	939	340	616	% diff
260	0	95	147	18	-7.5%
867	192	0	108	568	-12.2%
353	253	70	0	30	-9.4%
931	72	774	85	0	-5.1%

Sixth Column Iteration

	559	1070	375	649	% diff
289	0	108	162	19	11.3%
924	207	0	119	598	6.6%
385	273	80	0	32	9.0%
1053	78	882	94	0	13.1%

Seventh Row Iteration

	514	950	340	607	% diff
260	0	97	146	17	-8.0%
867	195	0	112	561	-11.2%
353	251	73	0	29	-9.2%
931	69	780	83	0	-6.4%

Seventh Column Iteration

	559	1070	375	649	% diff
288	0	109	160	18	10.9%
934	212	0	123	599	7.7%
386	272	82	0	31	9.3%
1044	75	878	91	0	12.1%

Eighth Row Iteration

	512	957	340	602	% diff
260	0	99	145	16	-8.3%
867	196	0	114	557	-10.5%
353	249	75	0	29	-9.2%
931	67	783	81	0	-7.3%

Eighth Column Iteration

	559	1070	375	649	% diff
287	0	110	159	18	10.6%
940	214	0	126	600	8.4%
387	272	84	0	31	9.5%
1037	73	875	90	0	11.4%

Ninth Row Iteration

	511	962	341	598	% diff
260	0	100	144	16	-8.5%
867	198	0	116	554	-10.1%
353	248	77	0	28	-9.1%
931	65	785	80	0	-7.8%

Ninth Column Iteration

	559	1070	375	649	% diff
287	0	111	159	17	10.4%
945	216	0	128	601	8.9%
387	271	86	0	31	9.7%
1033	71	873	89	0	11.0%

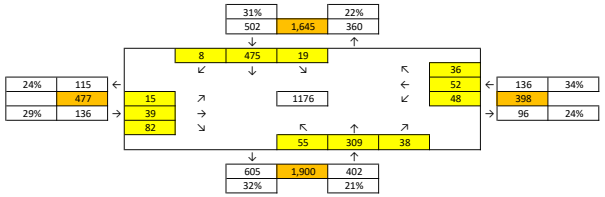
Tenth Row Iteration

	510	965	341	595	% diff
260	0	100	144	16	-8.7%
867	198	0	117	552	-9.7%
353	247	78	0	28	-9.1%
931	64	787	80	0	-8.2%

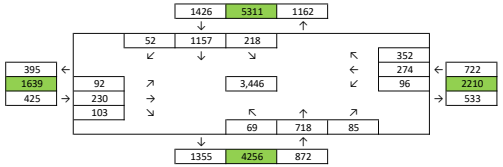
Tenth Column Iteration

	559	1070	375	649	% diff
286	0	111	158	17	10.2%
948	217	0	129	601	9.2%
388	271	86	0	30	9.8%
1030	70	872	88	0	10.6%

Scenario: 2024
N/S Street: Avenue 54
E/W Street: Grapefruit Blvd
Intersection #: 7



Scenario: 2033
N/S Street: Avenue 54
E/W Street: Grapefruit Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		533	1162	395	1355
		96	360	115	605
755	136	0	36	52	48
1621	502	19	0	8	475
467	136	39	15	0	82
900	402	38	309	55	0

First Row Iteration

	280	944	438	2082	% diff
755	0	200	289	267	-47%
1621	61	0	26	1534	-19%
467	134	52	0	282	11%
900	85	692	123	0	54%

First Column Iteration

	533	1162	395	1355	% diff
680	0	246	261	174	-10%
1138	117	0	23	998	-30%
502	255	63	0	183	7%
1126	162	853	111	0	25%

Second Row Iteration

	533	1015	411	1785	% diff
755	0	273	289	193	-0.1%
1621	166	0	33	1422	-12.7%
467	237	59	0	171	4.1%
900	129	682	89	0	31.7%

Second Column Iteration

	533	1162	395	1355	% diff
737	0	313	278	146	-2.4%
1277	166	0	32	1079	-21.2%
435	237	68	0	130	-6.9%
996	130	781	85	0	10.6%

Third Row Iteration

	583	1100	402	1659	% diff
755	0	321	285	150	9.4%
1621	211	0	40	1369	-5.4%
467	255	73	0	139	1.8%
900	117	706	77	0	22.4%

Third Column Iteration

	533	1162	395	1355	% diff
741	0	339	280	122	-1.9%
1351	193	0	40	1119	-16.6%
424	233	77	0	114	-9.2%
929	107	746	76	0	3.2%

Fourth Row Iteration

	592	1154	406	1592	% diff
755	0	346	285	125	11.0%
1621	231	0	48	1342	-0.8%
467	257	85	0	125	2.8%
900	104	723	73	0	17.5%

Fourth Column Iteration

	533	1162	395	1355	% diff
732	0	348	277	106	-3.1%
1397	208	0	46	1142	-13.8%
424	231	85	0	107	-9.3%
894	93	729	72	0	-0.8%

Fifth Row Iteration

	591	1188	412	1553	% diff
755	0	359	286	110	10.9%
1621	242	0	54	1325	2.2%
467	255	94	0	118	4.3%
900	94	734	72	0	14.6%

Fifth Column Iteration

	533	1162	395	1355	% diff
722	0	352	274	96	-4.4%
1426	218	0	52	1157	-12.0%
425	230	92	0	103	-9.0%
872	85	718	69	0	-3.1%

Sixth Row Iteration

	588	1211	417	1528	% diff
755	0	368	287	100	10.4%
1621	248	0	59	1314	4.2%
467	253	101	0	113	5.6%
900	88	742	71	0	12.7%

Sixth Column Iteration

	533	1162	395	1355	% diff
714	0	353	272	89	-5.4%
1446	224	0	56	1166	-10.8%
427	229	97	0	100	-8.7%
859	79	712	68	0	-4.6%

Seventh Row Iteration

	586	1226	421	1511	% diff
755	0	374	288	94	9.9%
1621	251	0	62	1307	5.5%
467	251	106	0	110	6.5%
900	83	746	71	0	11.5%

Seventh Column Iteration

	533	1162	395	1355	% diff
708	0	354	270	84	-6.2%
1460	229	0	58	1172	-9.9%
428	228	101	0	98	-8.4%
850	76	707	67	0	-5.6%

Eighth Row Iteration

	584	1237	423	1499	% diff
755	0	377	288	90	9.5%
1621	254	0	65	1302	6.5%
467	250	110	0	108	7.1%
900	80	750	71	0	10.6%

Eighth Column Iteration

	533	1162	395	1355	% diff
704	0	355	269	81	-6.7%
1469	232	0	61	1177	-9.3%
429	228	104	0	97	-8.3%
843	73	704	66	0	-6.3%

Ninth Row Iteration

	583	1245	425	1491	% diff
755	0	380	288	87	9.3%
1621	256	0	67	1298	7.1%
467	248	113	0	106	7.6%
900	78	752	70	0	10.0%

Ninth Column Iteration

	533	1162	395	1355	% diff
702	0	355	268	79	-7.1%
1476	234	0	62	1180	-8.9%
429	227	105	0	96	-8.2%
839	72	702	65	0	-6.8%

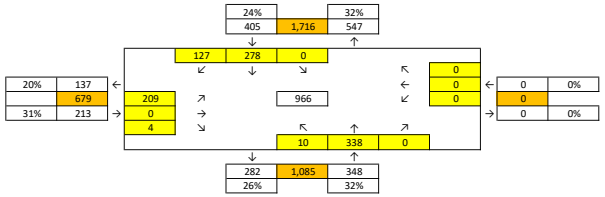
Tenth Row Iteration

	582	1250	426	1486	% diff
755	0	382	288	85	9.1%
1621	257	0	68	1295	7.6%
467	248	115	0	105	7.9%
900	77	754	70	0	9.6%

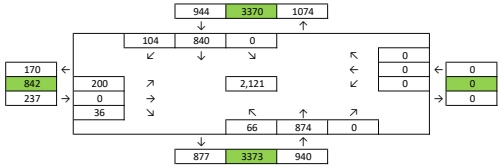
Tenth Column Iteration

	533	1162	395	1355	% diff
700	0	355	267	78	-7.3%
1481	236	0	63	1182	-8.6%
429	227	107	0	96	-8.1%
836	70	701	65	0	-7.2%

Scenario: 2024
N/S Street: Tyler St
E/W Street: Grapefruit Blvd
Intersection #: 8



Scenario: 2033
N/S Street: Tyler St
E/W Street: Grapefruit Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		0	1074	170	877
		0	547	137	282
0	0	0	0	0	0
795	405	0	0	127	278
264	213	0	209	0	4
1082	348	0	338	10	0

First Row Iteration

	0	1310	280	551	% diff
0	0	0	0	0	#DIV/0!
795	0	0	249	546	22%
264	0	259	0	5	65%
1082	0	1051	31	0	-37%

First Column Iteration

	0	1074	170	877	% diff
0	0	0	0	0	#DIV/0!
1020	0	0	151	869	28%
220	0	213	0	8	-17%
881	0	862	19	0	-19%

Second Row Iteration

	0	1313	141	687	% diff
0	0	0	0	0	#DIV/0!
795	0	0	118	678	22.3%
264	0	255	0	9	-17.0%
1082	0	1059	23	0	-21.6%

Second Column Iteration

	0	1074	170	877	% diff
0	0	0	0	0	#DIV/0!
1007	0	0	142	865	26.6%
220	0	208	0	12	-16.6%
894	0	866	28	0	-17.4%

Third Row Iteration

	0	1298	146	698	% diff
0	0	0	0	0	#DIV/0!
795	0	0	112	683	20.8%
264	0	250	0	14	-14.1%
1082	0	1048	34	0	-20.4%

Third Column Iteration

	0	1074	170	877	% diff
0	0	0	0	0	#DIV/0!
989	0	0	131	858	24.4%
225	0	207	0	18	-14.9%
907	0	868	39	0	-16.2%

Fourth Row Iteration

	0	1278	152	712	% diff
0	0	0	0	0	#DIV/0!
795	0	0	105	690	18.9%
264	0	243	0	21	-10.6%
1082	0	1035	47	0	-18.8%

Fourth Column Iteration

	0	1074	170	877	% diff
0	0	0	0	0	#DIV/0!
968	0	0	117	850	21.7%
230	0	204	0	26	-12.8%
923	0	870	52	0	-14.7%

Fifth Row Iteration

	0	1254	158	729	% diff
0	0	0	0	0	#DIV/0!
795	0	0	97	699	16.8%
264	0	234	0	30	-7.0%
1082	0	1020	61	0	-16.8%

Fifth Column Iteration

	0	1074	170	877	% diff
0	0	0	0	0	#DIV/0!
944	0	0	104	840	18.7%
237	0	200	0	36	-10.4%
940	0	874	66	0	-13.1%

Sixth Row Iteration

	0	1229	164	748	% diff
0	0	0	0	0	#DIV/0!
795	0	0	87	708	14.4%
264	0	224	0	40	-3.8%
1082	0	1006	76	0	-14.6%

Sixth Column Iteration

	0	1074	170	877	% diff
0	0	0	0	0	#DIV/0!
920	0	0	91	829	15.7%
243	0	195	0	47	-8.1%
958	0	879	79	0	-11.5%

Seventh Row Iteration

	0	1205	168	768	% diff
0	0	0	0	0	#DIV/0!
795	0	0	79	717	12.2%
264	0	213	0	52	-1.2%
1082	0	993	89	0	-12.3%

Seventh Column Iteration

	0	1074	170	877	% diff
0	0	0	0	0	#DIV/0!
897	0	0	80	818	12.8%
248	0	189	0	59	-6.0%
975	0	885	90	0	-9.9%

Eighth Row Iteration

	0	1183	171	787	% diff
0	0	0	0	0	#DIV/0!
795	0	0	70	725	10.1%
264	0	202	0	63	0.5%
1082	0	982	100	0	-10.2%

Eighth Column Iteration

	0	1074	170	877	% diff
0	0	0	0	0	#DIV/0!
877	0	0	70	807	10.3%
253	0	183	0	70	-4.3%
991	0	891	100	0	-8.4%

Ninth Row Iteration

	0	1164	172	805	% diff
0	0	0	0	0	#DIV/0!
795	0	0	64	732	8.4%
264	0	191	0	73	1.5%
1082	0	973	109	0	-8.2%

Ninth Column Iteration

	0	1074	170	877	% diff
0	0	0	0	0	#DIV/0!
860	0	0	63	797	8.1%
256	0	177	0	79	-3.1%
1005	0	898	107	0	-7.1%

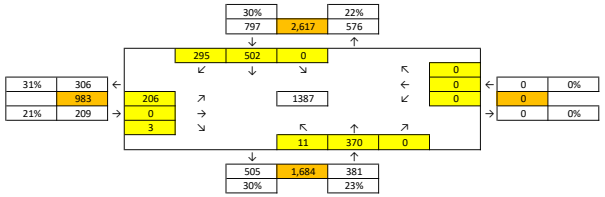
Tenth Row Iteration

	0	1149	173	819	% diff
0	0	0	0	0	#DIV/0!
795	0	0	58	737	6.9%
264	0	182	0	82	2.1%
1082	0	966	115	0	-6.5%

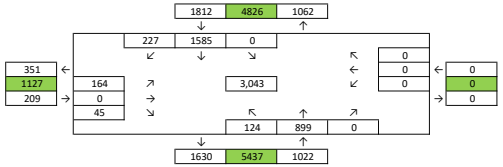
Tenth Column Iteration

	0	1074	170	877	% diff
0	0	0	0	0	#DIV/0!
846	0	0	57	789	6.3%
258	0	170	0	88	-2.3%
1017	0	904	113	0	-6.0%

Scenario: 2024
N/S Street: Tyler St
E/W Street: Grapefruit Blvd
Intersection #: 8



Scenario: 2033
N/S Street: Tyler St
E/W Street: Grapefruit Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		0	1062	351	1630
		0	576	306	505
0	0	0	0	0	0
1470	797	0	0	295	502
240	209	0	206	0	3
1230	381	0	370	11	0

First Row Iteration

	0	1431	580	929	% diff
0	0	0	0	0	#DIV/0!
1470	0	0	544	926	35%
240	0	236	0	3	65%
1230	0	1195	36	0	-43%

First Column Iteration

	0	1062	351	1630	% diff
0	0	0	0	0	#DIV/0!
1954	0	0	329	1624	33%
181	0	175	0	6	-24%
908	0	887	21	0	-26%

Second Row Iteration

	0	1433	277	1230	% diff
0	0	0	0	0	#DIV/0!
1470	0	0	248	1222	34.9%
240	0	232	0	8	-21.1%
1230	0	1201	29	0	-24.6%

Second Column Iteration

	0	1062	351	1630	% diff
0	0	0	0	0	#DIV/0!
1934	0	0	314	1620	31.6%
182	0	172	0	11	-23.9%
927	0	890	37	0	-24.6%

Third Row Iteration

	0	1407	288	1245	% diff
0	0	0	0	0	#DIV/0!
1470	0	0	239	1231	32.5%
240	0	226	0	14	-18.0%
1230	0	1181	49	0	-23.6%

Third Column Iteration

	0	1062	351	1630	% diff
0	0	0	0	0	#DIV/0!
1903	0	0	291	1612	29.5%
189	0	170	0	18	-21.3%
951	0	892	60	0	-22.6%

Fourth Row Iteration

	0	1369	302	1268	% diff
0	0	0	0	0	#DIV/0!
1470	0	0	225	1245	28.9%
240	0	217	0	23	-13.9%
1230	0	1153	77	0	-22.2%

Fourth Column Iteration

	0	1062	351	1630	% diff
0	0	0	0	0	#DIV/0!
1862	0	0	261	1601	26.7%
198	0	168	0	30	-17.5%
984	0	894	90	0	-20.0%

Fifth Row Iteration

	0	1322	318	1300	% diff
0	0	0	0	0	#DIV/0!
1470	0	0	206	1264	24.4%
240	0	204	0	36	-9.3%
1230	0	1118	112	0	-20.3%

Fifth Column Iteration

	0	1062	351	1630	% diff
0	0	0	0	0	#DIV/0!
1812	0	0	227	1585	23.3%
209	0	164	0	45	-12.8%
1022	0	899	124	0	-16.9%

Sixth Row Iteration

	0	1269	333	1337	% diff
0	0	0	0	0	#DIV/0!
1470	0	0	184	1285	19.5%
240	0	188	0	52	-5.1%
1230	0	1081	149	0	-18.0%

Sixth Column Iteration

	0	1062	351	1630	% diff
0	0	0	0	0	#DIV/0!
1761	0	0	194	1567	19.8%
220	0	157	0	63	-8.0%
1062	0	905	157	0	-13.7%

Seventh Row Iteration

	0	1219	344	1377	% diff
0	0	0	0	0	#DIV/0!
1470	0	0	162	1308	14.8%
240	0	171	0	69	-2.1%
1230	0	1049	182	0	-15.6%

Seventh Column Iteration

	0	1062	351	1630	% diff
0	0	0	0	0	#DIV/0!
1714	0	0	165	1549	16.6%
230	0	149	0	81	-3.9%
1099	0	913	185	0	-10.7%

Eighth Row Iteration

	0	1177	349	1413	% diff
0	0	0	0	0	#DIV/0!
1470	0	0	142	1328	10.8%
240	0	155	0	85	-0.4%
1230	0	1023	208	0	-13.4%

Eighth Column Iteration

	0	1062	351	1630	% diff
0	0	0	0	0	#DIV/0!
1675	0	0	142	1533	14.0%
238	0	140	0	98	-0.9%
1131	0	922	208	0	-8.1%

Ninth Row Iteration

	0	1144	352	1443	% diff
0	0	0	0	0	#DIV/0!
1470	0	0	125	1345	7.7%
240	0	141	0	99	0.2%
1230	0	1003	227	0	-11.5%

Ninth Column Iteration

	0	1062	351	1630	% diff
0	0	0	0	0	#DIV/0!
1644	0	0	125	1519	11.8%
242	0	131	0	111	1.1%
1158	0	931	226	0	-5.9%

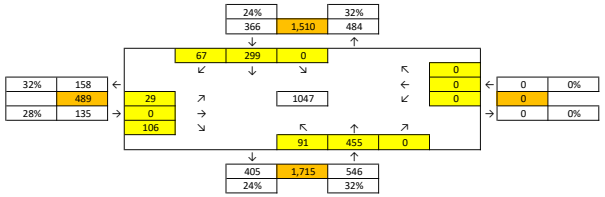
Tenth Row Iteration

	0	1119	352	1468	% diff
0	0	0	0	0	#DIV/0!
1470	0	0	111	1358	5.4%
240	0	129	0	110	0.3%
1230	0	990	240	0	-9.9%

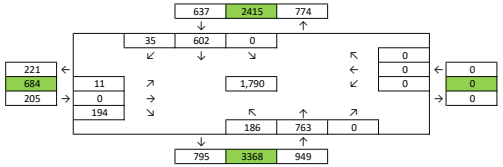
Tenth Column Iteration

	0	1062	351	1630	% diff
0	0	0	0	0	#DIV/0!
1619	0	0	111	1508	10.2%
245	0	123	0	122	2.3%
1179	0	939	240	0	-4.1%

Scenario: 2024
N/S Street: Sunset Dr
E/W Street: Grapefruit Blvd
Intersection #: 9



Scenario: 2033
N/S Street: Sunset Dr
E/W Street: Grapefruit Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		0	774	221	795
		0	484	158	405
0	0	0	0	0	0
585	366	0	0	67	299
189	135	0	29	0	106
1072	546	0	455	91	0

First Row Iteration

	0	934	286	626	% diff
0	0	0	0	0	#DIV/0!
585	0	0	107	478	21%
189	0	41	0	148	29%
1072	0	894	179	0	-21%

First Column Iteration

	0	774	221	795	% diff
0	0	0	0	0	#DIV/0!
690	0	0	83	607	18%
222	0	34	0	188	17%
879	0	740	138	0	-18%

Second Row Iteration

	0	932	239	675	% diff
0	0	0	0	0	#DIV/0!
585	0	0	70	515	20.4%
189	0	29	0	160	8.1%
1072	0	904	169	0	-15.1%

Second Column Iteration

	0	774	221	795	% diff
0	0	0	0	0	#DIV/0!
672	0	0	65	607	14.7%
212	0	24	0	189	12.5%
906	0	750	156	0	-15.5%

Third Row Iteration

	0	909	241	696	% diff
0	0	0	0	0	#DIV/0!
585	0	0	57	529	17.4%
189	0	21	0	168	9.1%
1072	0	888	185	0	-12.4%

Third Column Iteration

	0	774	221	795	% diff
0	0	0	0	0	#DIV/0!
656	0	0	52	604	12.0%
210	0	18	0	192	11.0%
925	0	756	169	0	-13.7%

Fourth Row Iteration

	0	893	242	712	% diff
0	0	0	0	0	#DIV/0!
585	0	0	46	539	15.3%
189	0	16	0	173	9.6%
1072	0	876	196	0	-10.5%

Fourth Column Iteration

	0	774	221	795	% diff
0	0	0	0	0	#DIV/0!
645	0	0	42	602	10.1%
207	0	14	0	193	9.6%
939	0	760	179	0	-12.5%

Fifth Row Iteration

	0	881	243	723	% diff
0	0	0	0	0	#DIV/0!
585	0	0	38	547	13.8%
189	0	13	0	176	9.7%
1072	0	868	204	0	-9.1%

Fifth Column Iteration

	0	774	221	795	% diff
0	0	0	0	0	#DIV/0!
637	0	0	35	602	8.8%
205	0	11	0	194	8.5%
949	0	763	186	0	-11.5%

Sixth Row Iteration

	0	872	242	732	% diff
0	0	0	0	0	#DIV/0!
585	0	0	32	553	12.7%
189	0	10	0	178	9.7%
1072	0	862	210	0	-8.0%

Sixth Column Iteration

	0	774	221	795	% diff
0	0	0	0	0	#DIV/0!
631	0	0	29	601	7.7%
203	0	9	0	194	7.6%
957	0	765	192	0	-10.8%

Seventh Row Iteration

	0	866	242	738	% diff
0	0	0	0	0	#DIV/0!
585	0	0	27	558	11.9%
189	0	9	0	180	9.5%
1072	0	857	215	0	-7.2%

Seventh Column Iteration

	0	774	221	795	% diff
0	0	0	0	0	#DIV/0!
626	0	0	25	601	6.9%
202	0	8	0	194	6.9%
963	0	766	196	0	-10.2%

Eighth Row Iteration

	0	861	242	744	% diff
0	0	0	0	0	#DIV/0!
585	0	0	23	562	11.2%
189	0	7	0	182	9.4%
1072	0	854	219	0	-6.5%

Eighth Column Iteration

	0	774	221	795	% diff
0	0	0	0	0	#DIV/0!
622	0	0	21	601	6.3%
201	0	6	0	194	6.3%
967	0	768	200	0	-9.8%

Ninth Row Iteration

	0	857	241	748	% diff
0	0	0	0	0	#DIV/0!
585	0	0	20	565	10.7%
189	0	6	0	183	9.2%
1072	0	851	221	0	-5.9%

Ninth Column Iteration

	0	774	221	795	% diff
0	0	0	0	0	#DIV/0!
619	0	0	18	601	5.8%
200	0	5	0	194	5.8%
971	0	769	203	0	-9.4%

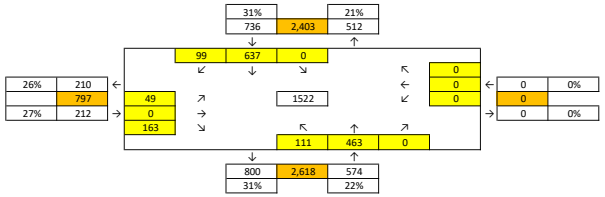
Tenth Row Iteration

	0	854	241	752	% diff
0	0	0	0	0	#DIV/0!
585	0	0	17	568	10.3%
189	0	5	0	184	9.1%
1072	0	848	224	0	-5.5%

Tenth Column Iteration

	0	774	221	795	% diff
0	0	0	0	0	#DIV/0!
617	0	0	16	601	5.4%
199	0	5	0	194	5.4%
975	0	769	205	0	-9.1%

Scenario: 2024
N/S Street: Sunset Dr
E/W Street: Grapefruit Blvd
Intersection #: 9



Scenario: 2033
N/S Street: Sunset Dr
E/W Street: Grapefruit Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		0	777	275	1475
		0	512	210	800
0	0	0	0	0	0
1116	736	0	0	99	637
278	212	0	49	0	163
1058	574	0	463	111	0

First Row Iteration

	0	918	355	1180	% diff
0	0	0	0	0	#DIV/0!
1116	0	0	150	966	18%
278	0	64	0	214	29%
1058	0	854	205	0	-20%

First Column Iteration

	0	777	275	1475	% diff
0	0	0	0	0	#DIV/0!
1324	0	0	116	1208	19%
321	0	54	0	267	16%
881	0	722	159	0	-17%

Second Row Iteration

	0	915	289	1249	% diff
0	0	0	0	0	#DIV/0!
1116	0	0	98	1018	17.8%
278	0	47	0	231	5.0%
1058	0	868	191	0	-15.3%

Second Column Iteration

	0	777	275	1475	% diff
0	0	0	0	0	#DIV/0!
1296	0	0	93	1203	16.1%
312	0	40	0	273	12.5%
918	0	737	182	0	-13.2%

Third Row Iteration

	0	884	290	1278	% diff
0	0	0	0	0	#DIV/0!
1116	0	0	81	1036	13.9%
278	0	35	0	242	5.4%
1058	0	849	209	0	-13.3%

Third Column Iteration

	0	777	275	1475	% diff
0	0	0	0	0	#DIV/0!
1272	0	0	76	1195	13.9%
311	0	31	0	280	11.9%
944	0	746	199	0	-10.8%

Fourth Row Iteration

	0	863	290	1299	% diff
0	0	0	0	0	#DIV/0!
1116	0	0	67	1049	11.2%
278	0	28	0	250	5.3%
1058	0	836	223	0	-11.9%

Fourth Column Iteration

	0	777	275	1475	% diff
0	0	0	0	0	#DIV/0!
1255	0	0	64	1191	12.4%
309	0	25	0	284	11.2%
963	0	752	211	0	-9.0%

Fifth Row Iteration

	0	849	289	1315	% diff
0	0	0	0	0	#DIV/0!
1116	0	0	57	1060	9.3%
278	0	23	0	255	5.0%
1058	0	826	232	0	-10.9%

Fifth Column Iteration

	0	777	275	1475	% diff
0	0	0	0	0	#DIV/0!
1243	0	0	54	1189	11.3%
307	0	21	0	286	10.5%
977	0	756	221	0	-7.7%

Sixth Row Iteration

	0	837	288	1327	% diff
0	0	0	0	0	#DIV/0!
1116	0	0	48	1068	7.8%
278	0	19	0	259	4.7%
1058	0	819	240	0	-10.0%

Sixth Column Iteration

	0	777	275	1475	% diff
0	0	0	0	0	#DIV/0!
1233	0	0	46	1187	10.5%
305	0	17	0	288	9.9%
988	0	759	229	0	-6.6%

Seventh Row Iteration

	0	829	287	1336	% diff
0	0	0	0	0	#DIV/0!
1116	0	0	42	1075	6.7%
278	0	16	0	262	4.3%
1058	0	813	245	0	-9.4%

Seventh Column Iteration

	0	777	275	1475	% diff
0	0	0	0	0	#DIV/0!
1226	0	0	40	1186	9.8%
304	0	15	0	289	9.4%
997	0	762	235	0	-5.8%

Eighth Row Iteration

	0	822	286	1344	% diff
0	0	0	0	0	#DIV/0!
1116	0	0	37	1080	5.9%
278	0	13	0	264	4.0%
1058	0	809	249	0	-8.9%

Eighth Column Iteration

	0	777	275	1475	% diff
0	0	0	0	0	#DIV/0!
1220	0	0	35	1185	9.3%
303	0	13	0	290	9.0%
1004	0	764	240	0	-5.2%

Ninth Row Iteration

	0	817	285	1350	% diff
0	0	0	0	0	#DIV/0!
1116	0	0	32	1084	5.2%
278	0	12	0	266	3.6%
1058	0	805	253	0	-8.5%

Ninth Column Iteration

	0	777	275	1475	% diff
0	0	0	0	0	#DIV/0!
1215	0	0	31	1184	8.9%
302	0	11	0	291	8.6%
1010	0	766	244	0	-4.6%

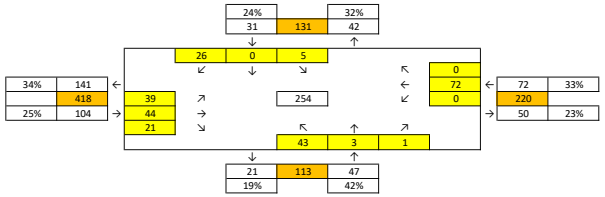
Tenth Row Iteration

	0	813	284	1355	% diff
0	0	0	0	0	#DIV/0!
1116	0	0	29	1088	4.6%
278	0	10	0	267	3.4%
1058	0	803	256	0	-8.1%

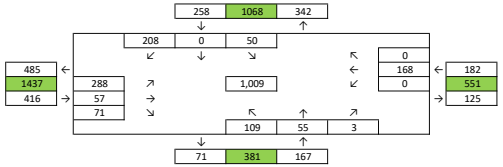
Tenth Column Iteration

	0	777	275	1475	% diff
0	0	0	0	0	#DIV/0!
1212	0	0	28	1184	8.5%
301	0	10	0	291	8.3%
1014	0	767	247	0	-4.2%

Scenario: 2024
N/S Street: Filmore St
E/W Street: Airport Blvd
Intersection #: 1



Scenario: 2045
N/S Street: Filmore St
E/W Street: Airport Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		125	342	485	71
		50	42	141	21
180	72	5	0	72	0
253	31	5	0	26	0
358	104	44	39	0	21
158	47	1	3	43	0

First Row Iteration

	208	144	537	72	% diff
180	13	0	180	0	66%
253	41	0	212	0	-58%
358	151	134	0	72	11%
158	3	10	145	0	2%

First Column Iteration

	125	342	485	71	% diff
170	8	0	163	0	-6%
216	25	0	191	0	-15%
480	91	318	0	71	34%
157	2	24	131	0	-1%

Second Row Iteration

	107	261	528	53	% diff
180	8	0	172	0	-14.9%
253	29	0	224	0	-23.7%
358	68	237	0	53	9.0%
158	2	24	132	0	-25.6%

Second Column Iteration

	125	342	485	71	% diff
167	9	0	158	0	-7.1%
239	34	0	205	0	-5.3%
461	80	311	0	71	29.0%
155	2	32	121	0	-1.9%

Third Row Iteration

	110	273	511	55	% diff
180	10	0	170	0	-12.1%
253	36	0	217	0	-20.2%
358	62	241	0	55	5.4%
158	2	32	124	0	-22.5%

Third Column Iteration

	125	342	485	71	% diff
173	12	0	162	0	-4.1%
247	41	0	206	0	-2.4%
443	70	302	0	71	23.9%
161	3	41	117	0	1.4%

Fourth Row Iteration

	113	284	495	57	% diff
180	12	0	168	0	-9.7%
253	42	0	211	0	-17.2%
358	57	244	0	57	2.1%
158	3	40	116	0	-19.3%

Fourth Column Iteration

	125	342	485	71	% diff
178	13	0	165	0	-1.2%
253	46	0	207	0	0.0%
428	63	294	0	71	19.6%
165	3	48	113	0	3.9%

Fifth Row Iteration

	115	292	483	59	% diff
180	13	0	167	0	-8.2%
253	46	0	207	0	-14.6%
358	53	246	0	59	-0.5%
158	3	47	109	0	-16.4%

Fifth Column Iteration

	125	342	485	71	% diff
182	15	0	168	0	1.1%
258	50	0	208	0	2.0%
416	57	288	0	71	16.3%
167	3	55	109	0	5.5%

Sixth Row Iteration

	116	299	473	61	% diff
180	14	0	166	0	-7.5%
253	49	0	204	0	-12.6%
358	49	247	0	61	-2.4%
158	3	52	104	0	-14.0%

Sixth Column Iteration

	125	342	485	71	% diff
186	16	0	170	0	2.9%
262	53	0	209	0	3.5%
407	53	283	0	71	13.9%
169	3	59	106	0	6.5%

Seventh Row Iteration

	116	304	466	62	% diff
180	15	0	165	0	-7.1%
253	51	0	201	0	-11.1%
358	47	249	0	62	-3.8%
158	3	56	100	0	-12.2%

Seventh Column Iteration

	125	342	485	71	% diff
188	16	0	172	0	4.3%
265	55	0	209	0	4.7%
401	50	280	0	71	12.1%
170	3	63	104	0	7.0%

Eighth Row Iteration

	116	308	462	63	% diff
180	16	0	165	0	-7.0%
253	53	0	200	0	-10.1%
358	45	250	0	63	-4.8%
158	3	58	97	0	-10.8%

Eighth Column Iteration

	125	342	485	71	% diff
190	17	0	173	0	5.3%
267	57	0	210	0	5.6%
396	48	277	0	71	10.9%
170	3	65	102	0	7.3%

Ninth Row Iteration

	116	311	458	64	% diff
180	16	0	164	0	-7.0%
253	54	0	199	0	-9.3%
358	43	250	0	64	-5.5%
158	3	60	95	0	-9.8%

Ninth Column Iteration

	125	342	485	71	% diff
191	17	0	174	0	6.0%
268	58	0	210	0	6.2%
393	47	276	0	71	10.0%
170	3	67	100	0	7.5%

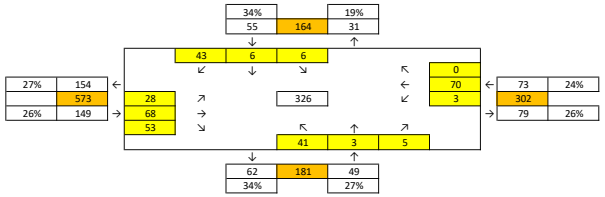
Tenth Row Iteration

	116	313	456	64	% diff
180	16	0	164	0	-7.1%
253	55	0	198	0	-8.7%
358	42	251	0	64	-6.0%
158	3	62	93	0	-9.1%

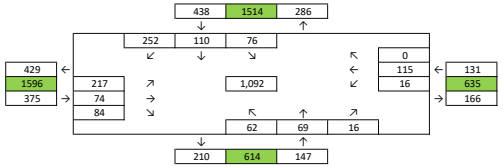
Tenth Column Iteration

	125	342	485	71	% diff
192	18	0	175	0	6.5%
270	59	0	211	0	6.6%
391	46	275	0	71	9.4%
171	3	68	99	0	7.6%

Scenario: 2024
N/S Street: Filmore St
E/W Street: Airport Blvd
Intersection #: 1



Scenario: 2045
N/S Street: Filmore St
E/W Street: Airport Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		166	286	429	210
		79	31	154	62
153	73	0	0	70	3
508	55	6	0	43	6
415	149	68	28	0	53
166	49	5	3	41	0

First Row Iteration

	262	88	683	209	% diff
153	0	0	147	6	58%
508	55	0	397	55	-69%
415	189	78	0	148	59%
166	17	10	139	0	0%

First Column Iteration

	166	286	429	210	% diff
99	0	0	92	6	-36%
340	35	0	249	56	-33%
522	120	253	0	148	26%
131	11	33	87	0	-21%

Second Row Iteration

	162	243	626	211	% diff
153	0	0	144	10	-2.6%
508	52	0	372	83	-15.0%
415	96	201	0	118	46.1%
166	14	42	111	0	0.3%

Second Column Iteration

	166	286	429	210	% diff
108	0	0	98	10	-29.5%
392	54	0	255	83	-22.9%
453	98	237	0	118	9.1%
139	14	49	76	0	-16.3%

Third Row Iteration

	177	276	561	229	% diff
153	0	0	140	14	6.3%
508	70	0	330	107	-3.5%
415	90	217	0	108	30.7%
166	17	59	91	0	9.0%

Third Column Iteration

	166	286	429	210	% diff
120	0	0	107	13	-22.1%
417	66	0	253	99	-17.8%
409	85	225	0	99	-1.5%
146	16	61	69	0	-12.1%

Fourth Row Iteration

	184	298	524	237	% diff
153	0	0	137	16	10.7%
508	80	0	308	120	4.1%
415	86	229	0	100	22.1%
166	18	69	79	0	12.6%

Fourth Column Iteration

	166	286	429	210	% diff
127	0	0	112	15	-17.4%
431	72	0	252	107	-15.1%
386	78	220	0	89	-6.9%
147	16	67	65	0	-11.3%

Fifth Row Iteration

	187	311	506	239	% diff
153	0	0	136	18	12.5%
508	85	0	297	126	8.7%
415	83	236	0	96	17.9%
166	18	75	73	0	13.6%

Fifth Column Iteration

	166	286	429	210	% diff
131	0	0	115	16	-14.8%
438	76	0	252	110	-13.7%
375	74	217	0	84	-9.5%
147	16	69	62	0	-11.5%

Sixth Row Iteration

	188	318	497	239	% diff
153	0	0	135	18	13.2%
508	88	0	292	128	11.1%
415	82	240	0	93	15.9%
166	18	78	70	0	13.8%

Sixth Column Iteration

	166	286	429	210	% diff
133	0	0	117	16	-13.5%
442	78	0	252	112	-13.0%
370	72	216	0	82	-10.8%
147	16	70	60	0	-11.7%

Seventh Row Iteration

	189	322	493	239	% diff
153	0	0	135	19	13.5%
508	89	0	289	129	12.4%
415	81	242	0	92	14.9%
166	18	80	68	0	13.9%

Seventh Column Iteration

	166	286	429	210	% diff
134	0	0	118	16	-12.8%
444	78	0	252	113	-12.6%
367	72	215	0	81	-11.5%
146	16	71	59	0	-11.9%

Eighth Row Iteration

	189	324	491	239	% diff
153	0	0	135	19	13.7%
508	90	0	288	130	13.1%
415	81	243	0	91	14.4%
166	18	80	67	0	13.9%

Eighth Column Iteration

	166	286	429	210	% diff
134	0	0	118	16	-12.5%
445	79	0	252	114	-12.4%
366	71	215	0	80	-11.8%
146	16	71	59	0	-12.0%

Ninth Row Iteration

	189	325	489	239	% diff
153	0	0	135	19	13.8%
508	90	0	288	130	13.4%
415	81	244	0	91	14.1%
166	18	81	67	0	13.8%

Ninth Column Iteration

	166	286	429	210	% diff
135	0	0	118	16	-12.3%
445	79	0	252	114	-12.3%
365	71	215	0	80	-12.0%
146	16	71	59	0	-12.1%

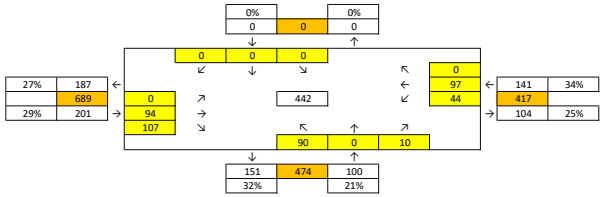
Tenth Row Iteration

	189	325	489	239	% diff
153	0	0	135	19	13.8%
508	90	0	287	130	13.6%
415	80	244	0	90	14.0%
166	18	81	67	0	13.8%

Tenth Column Iteration

	166	286	429	210	% diff
135	0	0	118	16	-12.2%
446	79	0	252	114	-12.2%
365	71	215	0	79	-12.1%
146	16	71	59	0	-12.1%

Scenario: 2024
N/S Street: SR-86 NB Ramps
E/W Street: Airport Blvd
Intersection #: 2



Scenario: 2045
N/S Street: SR-86 NB Ramps
E/W Street: Airport Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		358	0	522	346
		104	0	187	151
486	141	0	0	97	44
0	0	0	0	0	0
561	201	94	0	0	107
229	100	10	0	90	0

First Row Iteration

					% diff
	285	0	540	450	
486	0	0	334	152	-20%
0	0	0	0	0	#DIV/0!
561	262	0	0	299	4%
229	23	0	206	0	30%

First Column Iteration

					% diff
	358	0	522	346	
439	0	0	323	117	-10%
0	0	0	0	0	#DIV/0!
559	330	0	0	229	0%
228	29	0	199	0	-1%

Second Row Iteration

					% diff
	360	0	557	359	
486	0	0	357	129	0.4%
0	0	0	0	0	#DIV/0!
561	331	0	0	230	6.8%
229	29	0	200	0	3.8%

Second Column Iteration

					% diff
	358	0	522	346	
459	0	0	334	124	-5.6%
0	0	0	0	0	#DIV/0!
551	330	0	0	222	-1.7%
216	29	0	187	0	-5.6%

Third Row Iteration

					% diff
	366	0	553	357	
486	0	0	354	132	2.1%
0	0	0	0	0	#DIV/0!
561	335	0	0	226	5.9%
229	31	0	199	0	3.3%

Third Column Iteration

					% diff
	358	0	522	346	
462	0	0	334	127	-4.9%
0	0	0	0	0	#DIV/0!
547	328	0	0	219	-2.5%
217	30	0	187	0	-5.1%

Fourth Row Iteration

					% diff
	368	0	549	358	
486	0	0	352	134	2.8%
0	0	0	0	0	#DIV/0!
561	337	0	0	224	5.3%
229	32	0	198	0	3.5%

Fourth Column Iteration

					% diff
	358	0	522	346	
464	0	0	334	129	-4.6%
0	0	0	0	0	#DIV/0!
544	328	0	0	217	-3.0%
218	31	0	188	0	-4.7%

Fifth Row Iteration

					% diff
	370	0	547	359	
486	0	0	350	136	3.2%
0	0	0	0	0	#DIV/0!
561	338	0	0	223	4.8%
229	32	0	197	0	3.7%

Fifth Column Iteration

					% diff
	358	0	522	346	
465	0	0	334	131	-4.3%
0	0	0	0	0	#DIV/0!
542	327	0	0	215	-3.3%
219	31	0	188	0	-4.4%

Sixth Row Iteration

					% diff
	371	0	546	359	
486	0	0	349	137	3.5%
0	0	0	0	0	#DIV/0!
561	338	0	0	223	4.6%
229	33	0	196	0	3.8%

Sixth Column Iteration

					% diff
	358	0	522	346	
466	0	0	334	132	-4.2%
0	0	0	0	0	#DIV/0!
541	327	0	0	214	-3.5%
219	32	0	188	0	-4.2%

Seventh Row Iteration

					% diff
	372	0	545	360	
486	0	0	349	137	3.7%
0	0	0	0	0	#DIV/0!
561	339	0	0	222	4.4%
229	33	0	196	0	3.9%

Seventh Column Iteration

					% diff
	358	0	522	346	
466	0	0	334	132	-4.1%
0	0	0	0	0	#DIV/0!
540	327	0	0	214	-3.7%
220	32	0	188	0	-4.1%

Eighth Row Iteration

					% diff
	372	0	544	360	
486	0	0	348	138	3.8%
0	0	0	0	0	#DIV/0!
561	339	0	0	222	4.3%
229	33	0	196	0	4.0%

Eighth Column Iteration

					% diff
	358	0	522	346	
466	0	0	334	133	-4.0%
0	0	0	0	0	#DIV/0!
540	327	0	0	213	-3.7%
220	32	0	188	0	-4.0%

Ninth Row Iteration

					% diff
	372	0	544	360	
486	0	0	348	138	3.9%
0	0	0	0	0	#DIV/0!
561	339	0	0	222	4.2%
229	33	0	196	0	4.0%

Ninth Column Iteration

					% diff
	358	0	522	346	
467	0	0	334	133	-4.0%
0	0	0	0	0	#DIV/0!
540	326	0	0	213	-3.8%
220	32	0	188	0	-4.0%

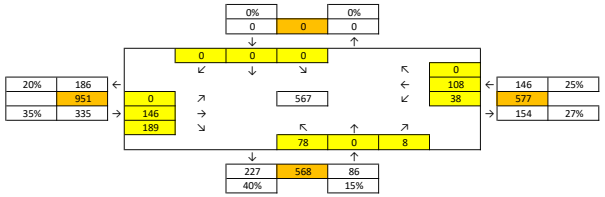
Tenth Row Iteration

					% diff
	373	0	544	360	
486	0	0	348	138	4.0%
0	0	0	0	0	#DIV/0!
561	339	0	0	222	4.1%
229	33	0	196	0	4.0%

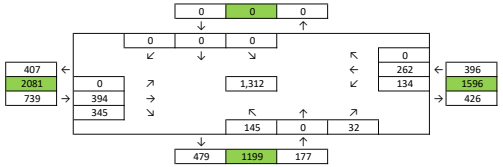
Tenth Column Iteration

					% diff
	358	0	522	346	
467	0	0	334	133	-3.9%
0	0	0	0	0	#DIV/0!
539	326	0	0	213	-3.8%
220	32	0	188	0	-3.9%

Scenario: 2024
N/S Street: SR-86 NB Ramps
E/W Street: Airport Blvd
Intersection #: 2



Scenario: 2045
N/S Street: SR-86 NB Ramps
E/W Street: Airport Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		426	0	407	479
		154	0	186	227
404	146	0	0	108	38
0	0	0	0	0	0
733	335	146	0	0	189
182	86	8	0	78	0

First Row Iteration

	336	0	463	519	% diff
404	0	0	299	105	-21%
0	0	0	0	0	#DIV/0!
733	319	0	0	414	14%
182	17	0	165	0	8%

Sixth Row Iteration

	423	0	416	479	% diff
404	0	0	267	137	-0.6%
0	0	0	0	0	#DIV/0!
733	391	0	0	342	2.2%
182	33	0	149	0	0.0%

First Column Iteration

	426	0	407	479	% diff
359	0	0	262	97	-11%
0	0	0	0	0	#DIV/0!
787	405	0	0	382	7%
166	21	0	145	0	-9%

Sixth Column Iteration

	426	0	407	479	% diff
398	0	0	261	137	-1.4%
0	0	0	0	0	#DIV/0!
736	393	0	0	343	0.3%
179	33	0	146	0	-1.7%

Second Row Iteration

	400	0	453	465	% diff
404	0	0	295	109	-6.0%
0	0	0	0	0	#DIV/0!
733	377	0	0	356	11.3%
182	23	0	158	0	-2.9%

Seventh Row Iteration

	425	0	413	480	% diff
404	0	0	265	139	-0.2%
0	0	0	0	0	#DIV/0!
733	392	0	0	341	1.5%
182	34	0	148	0	0.2%

Second Column Iteration

	426	0	407	479	% diff
377	0	0	265	112	-6.6%
0	0	0	0	0	#DIV/0!
768	401	0	0	367	4.8%
167	25	0	142	0	-8.0%

Seventh Column Iteration

	426	0	407	479	% diff
400	0	0	261	138	-1.0%
0	0	0	0	0	#DIV/0!
733	392	0	0	341	0.0%
179	34	0	146	0	-1.2%

Third Row Iteration

	410	0	438	470	% diff
404	0	0	284	120	-3.8%
0	0	0	0	0	#DIV/0!
733	383	0	0	350	7.6%
182	27	0	154	0	-1.8%

Eighth Row Iteration

	426	0	412	481	% diff
404	0	0	264	140	0.1%
0	0	0	0	0	#DIV/0!
733	392	0	0	341	1.1%
182	34	0	148	0	0.3%

Third Column Iteration

	426	0	407	479	% diff
386	0	0	263	123	-4.4%
0	0	0	0	0	#DIV/0!
755	398	0	0	357	2.9%
172	28	0	144	0	-5.4%

Eighth Column Iteration

	426	0	407	479	% diff
401	0	0	261	139	-0.8%
0	0	0	0	0	#DIV/0!
732	392	0	0	340	-0.2%
180	34	0	146	0	-0.9%

Fourth Row Iteration

	416	0	427	475	% diff
404	0	0	276	128	-2.3%
0	0	0	0	0	#DIV/0!
733	387	0	0	347	5.0%
182	30	0	152	0	-0.9%

Ninth Row Iteration

	427	0	411	481	% diff
404	0	0	263	141	0.2%
0	0	0	0	0	#DIV/0!
733	393	0	0	340	0.9%
182	34	0	147	0	0.4%

Fourth Column Iteration

	426	0	407	479	% diff
392	0	0	262	129	-3.0%
0	0	0	0	0	#DIV/0!
745	396	0	0	350	1.7%
175	30	0	145	0	-3.6%

Ninth Column Iteration

	426	0	407	479	% diff
401	0	0	261	140	-0.7%
0	0	0	0	0	#DIV/0!
731	392	0	0	339	-0.3%
180	34	0	146	0	-0.7%

Fifth Row Iteration

	421	0	420	477	% diff
404	0	0	270	133	-1.3%
0	0	0	0	0	#DIV/0!
733	389	0	0	344	3.3%
182	32	0	150	0	-0.4%

Tenth Row Iteration

	427	0	410	481	% diff
404	0	0	263	141	0.3%
0	0	0	0	0	#DIV/0!
733	393	0	0	340	0.7%
182	34	0	147	0	0.4%

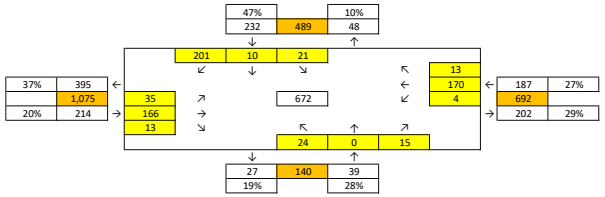
Fifth Column Iteration

	426	0	407	479	% diff
396	0	0	262	134	-2.0%
0	0	0	0	0	#DIV/0!
739	394	0	0	345	0.9%
177	32	0	145	0	-2.4%

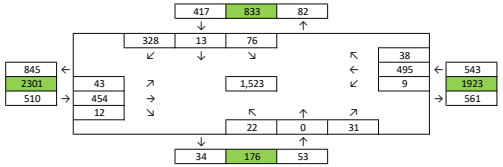
Tenth Column Iteration

	426	0	407	479	% diff
401	0	0	261	140	-0.6%
0	0	0	0	0	#DIV/0!
730	392	0	0	339	-0.4%
180	34	0	146	0	-0.6%

Scenario: 2024
N/S Street: SR-86 SB Ramps
E/W Street: Airport Blvd
Intersection #: 3



Scenario: 2045
N/S Street: SR-86 SB Ramps
E/W Street: Airport Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		561	82	845	34
		202	48	395	27
520	187	0	13	170	4
395	232	21	0	201	10
458	214	166	35	0	13
49	39	15	0	24	0

First Row Iteration

	410	111	845	56	% diff
520	0	36	472	11	-27%
395	36	0	342	17	36%
458	355	75	0	28	0%
49	19	0	30	0	65%

First Column Iteration

	561	82	845	34	% diff
506	0	27	473	7	-3%
402	49	0	343	10	2%
559	487	55	0	17	22%
56	26	0	30	0	14%

Second Row Iteration

	470	73	849	31	% diff
520	0	27	485	7	-16.3%
395	48	0	337	10	-11.3%
458	399	45	0	14	0.4%
49	23	0	26	0	-8.9%

Second Column Iteration

	561	82	845	34	% diff
522	0	31	484	8	0.4%
404	58	0	336	11	2.3%
543	477	51	0	15	18.5%
53	27	0	26	0	8.8%

Third Row Iteration

	483	74	834	31	% diff
520	0	31	481	8	-13.9%
395	56	0	328	11	-9.9%
458	402	43	0	13	-1.4%
49	25	0	24	0	-7.8%

Third Column Iteration

	561	82	845	34	% diff
530	0	34	488	8	2.1%
410	65	0	333	12	3.7%
529	467	48	0	14	15.4%
53	29	0	25	0	8.9%

Fourth Row Iteration

	494	75	822	31	% diff
520	0	33	478	8	-12.0%
395	63	0	321	11	-8.7%
458	405	41	0	12	-2.8%
49	26	0	23	0	-7.2%

Fourth Column Iteration

	561	82	845	34	% diff
537	0	36	492	9	3.4%
414	72	0	330	12	4.7%
518	460	45	0	13	13.1%
53	30	0	23	0	8.7%

Fifth Row Iteration

	503	75	812	32	% diff
520	0	35	476	8	-10.5%
395	68	0	315	12	-7.9%
458	407	40	0	11	-3.9%
49	28	0	21	0	-6.9%

Fifth Column Iteration

	561	82	845	34	% diff
543	0	38	495	9	4.4%
417	76	0	328	13	5.5%
510	454	43	0	12	11.3%
53	31	0	22	0	8.4%

Sixth Row Iteration

	509	76	806	32	% diff
520	0	37	474	9	-9.4%
395	72	0	311	12	-7.4%
458	408	39	0	11	-4.7%
49	29	0	20	0	-6.7%

Sixth Column Iteration

	561	82	845	34	% diff
547	0	40	498	9	5.2%
419	80	0	326	13	6.0%
504	450	42	0	12	10.0%
53	31	0	22	0	8.1%

Seventh Row Iteration

	513	76	801	32	% diff
520	0	38	473	9	-8.5%
395	75	0	308	12	-7.1%
458	409	38	0	11	-5.3%
49	29	0	20	0	-6.7%

Seventh Column Iteration

	561	82	845	34	% diff
549	0	41	500	9	5.7%
420	82	0	325	13	6.3%
500	447	41	0	12	9.1%
53	32	0	21	0	7.8%

Eighth Row Iteration

	517	76	797	32	% diff
520	0	38	472	9	-8.0%
395	77	0	306	12	-6.9%
458	410	38	0	11	-5.7%
49	30	0	19	0	-6.6%

Eighth Column Iteration

	561	82	845	34	% diff
552	0	41	501	10	6.1%
421	84	0	324	13	6.6%
497	445	41	0	11	8.5%
53	32	0	21	0	7.6%

Ninth Row Iteration

	519	76	795	32	% diff
520	0	39	472	9	-7.5%
395	79	0	304	12	-6.8%
458	410	37	0	10	-6.0%
49	30	0	19	0	-6.6%

Ninth Column Iteration

	561	82	845	34	% diff
553	0	42	502	10	6.4%
422	85	0	323	13	6.7%
495	444	40	0	11	8.1%
53	32	0	20	0	7.4%

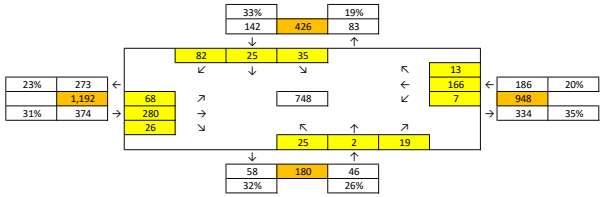
Tenth Row Iteration

	521	76	793	32	% diff
520	0	39	471	9	-7.3%
395	80	0	303	12	-6.7%
458	411	37	0	10	-6.2%
49	30	0	19	0	-6.6%

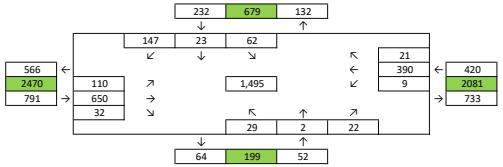
Tenth Column Iteration

	561	82	845	34	% diff
554	0	42	502	10	6.6%
422	86	0	323	13	6.8%
494	443	40	0	11	7.8%
53	32	0	20	0	7.3%

Scenario: 2024
N/S Street: SR-86 SB Ramps
E/W Street: Airport Blvd
Intersection #: 3



Scenario: 2045
N/S Street: SR-86 SB Ramps
E/W Street: Airport Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		733	132	566	64
		334	83	273	58
408	186	0	13	166	7
226	142	35	0	82	25
775	374	280	68	0	26
51	46	19	2	25	0

First Row Iteration

	657	172	523	109	% diff
408	0	29	364	15	-10%
226	56	0	131	40	30%
775	580	141	0	54	-8%
51	21	2	28	0	70%

First Column Iteration

	733	132	566	64	% diff
425	0	22	394	9	4%
227	62	0	141	23	0%
788	647	109	0	32	2%
55	23	2	30	0	8%

Second Row Iteration

	721	130	547	63	% diff
408	0	21	379	9	-1.7%
226	62	0	141	23	-2.1%
775	637	107	0	31	-3.3%
51	22	2	28	0	-1.5%

Second Column Iteration

	733	132	566	64	% diff
422	0	22	391	9	3.3%
233	63	0	146	24	2.7%
789	648	109	0	32	1.8%
52	22	2	29	0	2.7%

Third Row Iteration

	720	130	549	63	% diff
408	0	21	379	9	-1.9%
226	61	0	142	23	-2.0%
775	637	107	0	31	-3.0%
51	21	2	28	0	-2.3%

Third Column Iteration

	733	132	566	64	% diff
421	0	21	391	9	3.0%
232	63	0	146	24	2.7%
790	649	109	0	32	1.9%
52	22	2	29	0	2.6%

Fourth Row Iteration

	719	130	550	63	% diff
408	0	21	379	8	-2.0%
226	61	0	142	23	-2.1%
775	636	107	0	31	-2.9%
51	21	2	28	0	-2.3%

Fourth Column Iteration

	733	132	566	64	% diff
420	0	21	390	9	2.9%
232	62	0	147	24	2.6%
791	649	110	0	32	2.0%
52	22	2	29	0	2.5%

Fifth Row Iteration

	718	129	550	63	% diff
408	0	21	379	8	-2.1%
226	61	0	143	23	-2.1%
775	636	107	0	31	-2.7%
51	21	2	28	0	-2.3%

Fifth Column Iteration

	733	132	566	64	% diff
420	0	21	390	9	2.8%
232	62	0	147	23	2.6%
791	650	110	0	32	2.1%
52	22	2	29	0	2.5%

Sixth Row Iteration

	718	129	551	63	% diff
408	0	20	380	8	-2.1%
226	60	0	143	23	-2.2%
775	636	107	0	31	-2.6%
51	21	2	28	0	-2.3%

Sixth Column Iteration

	733	132	566	64	% diff
419	0	21	390	9	2.7%
232	62	0	147	23	2.5%
792	650	110	0	32	2.2%
52	22	2	29	0	2.5%

Seventh Row Iteration

	717	129	551	63	% diff
408	0	20	380	8	-2.2%
226	60	0	143	23	-2.2%
775	636	108	0	31	-2.6%
51	21	2	28	0	-2.3%

Seventh Column Iteration

	733	132	566	64	% diff
419	0	21	390	9	2.6%
232	61	0	147	23	2.5%
792	650	110	0	32	2.2%
52	22	2	29	0	2.4%

Eighth Row Iteration

	717	129	552	63	% diff
408	0	20	380	8	-2.2%
226	60	0	144	23	-2.2%
775	636	108	0	31	-2.5%
51	21	2	28	0	-2.3%

Eighth Column Iteration

	733	132	566	64	% diff
419	0	21	389	9	2.5%
232	61	0	147	23	2.5%
793	650	110	0	32	2.3%
52	22	2	29	0	2.4%

Ninth Row Iteration

	717	129	552	63	% diff
408	0	20	380	8	-2.2%
226	60	0	144	23	-2.3%
775	636	108	0	32	-2.5%
51	21	2	28	0	-2.3%

Ninth Column Iteration

	733	132	566	64	% diff
419	0	21	389	9	2.5%
232	61	0	147	23	2.4%
793	651	110	0	32	2.3%
52	21	2	29	0	2.4%

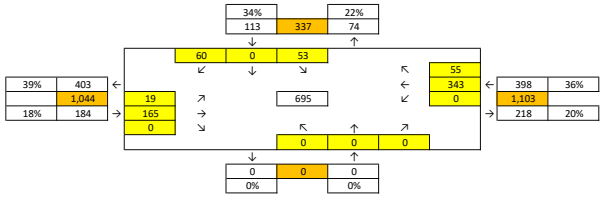
Tenth Row Iteration

	717	129	552	63	% diff
408	0	20	380	8	-2.3%
226	60	0	144	23	-2.3%
775	636	108	0	32	-2.4%
51	21	2	28	0	-2.3%

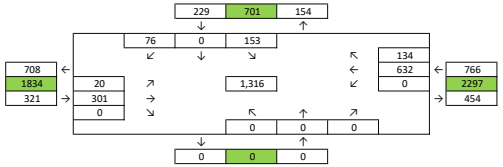
Tenth Column Iteration

	733	132	566	64	% diff
418	0	21	389	9	2.5%
232	61	0	147	23	2.4%
793	651	110	0	32	2.3%
52	21	2	29	0	2.4%

Scenario: 2024
N/S Street: Palm St
E/W Street: Airport Blvd
Intersection #: 4



Scenario: 2045
N/S Street: Palm St
E/W Street: Airport Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		454	154	708	0
		218	74	403	0
829	398	0	55	343	0
235	113	53	0	60	0
323	184	165	19	0	0
0	0	0	0	0	0

First Row Iteration

	400	148	839	0	% diff
829	0	115	714	0	-12%
235	110	0	125	0	-4%
323	290	33	0	0	19%
0	0	0	0	0	#DIV/0!

First Column Iteration

	454	154	708	0	% diff
722	0	119	603	0	-13%
230	125	0	105	0	-2%
364	329	35	0	0	12%
0	0	0	0	0	#DIV/0!

Second Row Iteration

	420	168	799	0	% diff
829	0	137	692	0	-7.5%
235	128	0	107	0	9.0%
323	292	31	0	0	12.9%
0	0	0	0	0	#DIV/0!

Second Column Iteration

	454	154	708	0	% diff
738	0	126	613	0	-10.9%
233	138	0	95	0	-0.8%
344	316	28	0	0	6.5%
0	0	0	0	0	#DIV/0!

Third Row Iteration

	436	168	784	0	% diff
829	0	141	688	0	-4.0%
235	139	0	96	0	8.9%
323	297	27	0	0	10.7%
0	0	0	0	0	#DIV/0!

Third Column Iteration

	454	154	708	0	% diff
751	0	129	621	0	-9.4%
232	145	0	87	0	-1.5%
333	309	24	0	0	3.2%
0	0	0	0	0	#DIV/0!

Fourth Row Iteration

	447	167	774	0	% diff
829	0	143	686	0	-1.6%
235	147	0	88	0	8.3%
323	300	24	0	0	9.3%
0	0	0	0	0	#DIV/0!

Fourth Column Iteration

	454	154	708	0	% diff
760	0	132	627	0	-8.4%
230	150	0	80	0	-2.2%
326	304	22	0	0	1.0%
0	0	0	0	0	#DIV/0!

Fifth Row Iteration

	454	166	767	0	% diff
829	0	144	685	0	0.1%
235	153	0	82	0	7.7%
323	302	22	0	0	8.3%
0	0	0	0	0	#DIV/0!

Fifth Column Iteration

	454	154	708	0	% diff
766	0	134	632	0	-7.6%
229	153	0	76	0	-2.7%
321	301	20	0	0	-0.6%
0	0	0	0	0	#DIV/0!

Sixth Row Iteration

	460	165	762	0	% diff
829	0	145	684	0	1.3%
235	157	0	78	0	7.2%
323	303	20	0	0	7.6%
0	0	0	0	0	#DIV/0!

Sixth Column Iteration

	454	154	708	0	% diff
771	0	135	635	0	-7.0%
227	155	0	73	0	-3.2%
318	299	19	0	0	-1.6%
0	0	0	0	0	#DIV/0!

Seventh Row Iteration

	464	164	758	0	% diff
829	0	145	684	0	2.2%
235	160	0	75	0	6.8%
323	304	19	0	0	7.1%
0	0	0	0	0	#DIV/0!

Seventh Column Iteration

	454	154	708	0	% diff
774	0	136	638	0	-6.6%
227	157	0	70	0	-3.6%
315	297	18	0	0	-2.4%
0	0	0	0	0	#DIV/0!

Eighth Row Iteration

	467	164	756	0	% diff
829	0	146	683	0	2.9%
235	162	0	73	0	6.6%
323	305	18	0	0	6.8%
0	0	0	0	0	#DIV/0!

Eighth Column Iteration

	454	154	708	0	% diff
777	0	137	640	0	-6.3%
226	158	0	68	0	-3.9%
313	296	17	0	0	-3.0%
0	0	0	0	0	#DIV/0!

Ninth Row Iteration

	470	164	754	0	% diff
829	0	146	683	0	3.5%
235	164	0	71	0	6.3%
323	305	18	0	0	6.5%
0	0	0	0	0	#DIV/0!

Ninth Column Iteration

	454	154	708	0	% diff
779	0	137	641	0	-6.1%
225	159	0	66	0	-4.2%
312	295	17	0	0	-3.5%
0	0	0	0	0	#DIV/0!

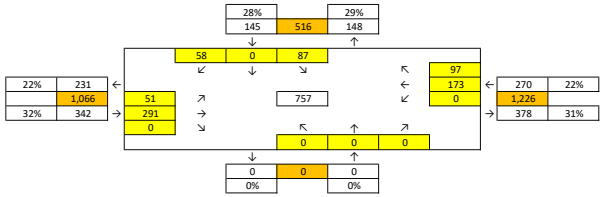
Tenth Row Iteration

	472	163	752	0	% diff
829	0	146	683	0	3.9%
235	166	0	69	0	6.1%
323	306	17	0	0	6.2%
0	0	0	0	0	#DIV/0!

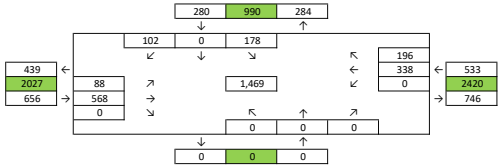
Tenth Column Iteration

	454	154	708	0	% diff
780	0	138	643	0	-5.9%
225	160	0	65	0	-4.4%
311	294	16	0	0	-3.8%
0	0	0	0	0	#DIV/0!

Scenario: 2024
N/S Street: Palm St
E/W Street: Airport Blvd
Intersection #: 4



Scenario: 2045
N/S Street: Palm St
E/W Street: Airport Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		746	284	439	0
		378	148	231	0
533	270	0	97	173	0
278	145	87	0	58	0
650	342	291	51	0	0
0	0	0	0	0	0

First Row Iteration

	720	288	453	0	% diff
533	0	191	341	0	-3%
278	167	0	111	0	2%
650	553	97	0	0	3%
0	0	0	0	0	#DIV/0!

First Column Iteration

	746	284	439	0	% diff
520	0	188	331	0	-2%
281	173	0	108	0	1%
669	573	95	0	0	3%
0	0	0	0	0	#DIV/0!

Second Row Iteration

	729	286	447	0	% diff
533	0	193	340	0	-2.3%
278	171	0	107	0	0.8%
650	557	93	0	0	1.7%
0	0	0	0	0	#DIV/0!

Second Column Iteration

	746	284	439	0	% diff
526	0	192	334	0	-1.3%
281	175	0	105	0	0.8%
663	571	92	0	0	1.9%
0	0	0	0	0	#DIV/0!

Third Row Iteration

	734	285	443	0	% diff
533	0	194	339	0	-1.6%
278	174	0	104	0	0.3%
650	560	90	0	0	0.8%
0	0	0	0	0	#DIV/0!

Third Column Iteration

	746	284	439	0	% diff
530	0	194	336	0	-0.6%
280	177	0	103	0	0.7%
659	569	90	0	0	1.4%
0	0	0	0	0	#DIV/0!

Fourth Row Iteration

	737	284	441	0	% diff
533	0	195	338	0	-1.2%
278	176	0	103	0	0.0%
650	561	89	0	0	0.3%
0	0	0	0	0	#DIV/0!

Fourth Column Iteration

	746	284	439	0	% diff
532	0	195	337	0	-0.2%
280	178	0	102	0	0.7%
657	568	89	0	0	1.1%
0	0	0	0	0	#DIV/0!

Fifth Row Iteration

	739	283	439	0	% diff
533	0	195	338	0	-1.0%
278	177	0	102	0	-0.2%
650	562	88	0	0	0.0%
0	0	0	0	0	#DIV/0!

Fifth Column Iteration

	746	284	439	0	% diff
533	0	196	338	0	0.1%
280	178	0	102	0	0.6%
656	568	88	0	0	0.9%
0	0	0	0	0	#DIV/0!

Sixth Row Iteration

	740	283	438	0	% diff
533	0	196	337	0	-0.8%
278	177	0	101	0	-0.3%
650	563	87	0	0	-0.2%
0	0	0	0	0	#DIV/0!

Sixth Column Iteration

	746	284	439	0	% diff
534	0	196	338	0	0.3%
280	179	0	101	0	0.6%
655	568	88	0	0	0.8%
0	0	0	0	0	#DIV/0!

Seventh Row Iteration

	741	283	438	0	% diff
533	0	196	337	0	-0.7%
278	178	0	101	0	-0.4%
650	563	87	0	0	-0.3%
0	0	0	0	0	#DIV/0!

Seventh Column Iteration

	746	284	439	0	% diff
535	0	197	338	0	0.4%
280	179	0	101	0	0.6%
655	567	87	0	0	0.7%
0	0	0	0	0	#DIV/0!

Eighth Row Iteration

	741	283	437	0	% diff
533	0	196	337	0	-0.6%
278	178	0	100	0	-0.5%
650	564	87	0	0	-0.4%
0	0	0	0	0	#DIV/0!

Eighth Column Iteration

	746	284	439	0	% diff
535	0	197	338	0	0.4%
280	179	0	101	0	0.6%
654	567	87	0	0	0.6%
0	0	0	0	0	#DIV/0!

Ninth Row Iteration

	742	283	437	0	% diff
533	0	196	337	0	-0.6%
278	178	0	100	0	-0.5%
650	564	87	0	0	-0.5%
0	0	0	0	0	#DIV/0!

Ninth Column Iteration

	746	284	439	0	% diff
535	0	197	339	0	0.5%
280	179	0	101	0	0.6%
654	567	87	0	0	0.6%
0	0	0	0	0	#DIV/0!

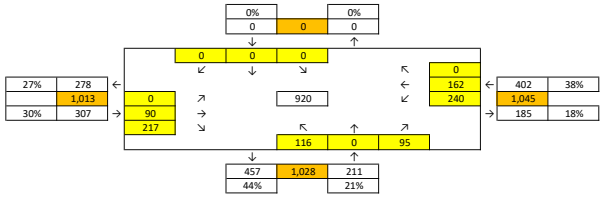
Tenth Row Iteration

	742	283	437	0	% diff
533	0	196	337	0	-0.6%
278	178	0	100	0	-0.5%
650	564	87	0	0	-0.5%
0	0	0	0	0	#DIV/0!

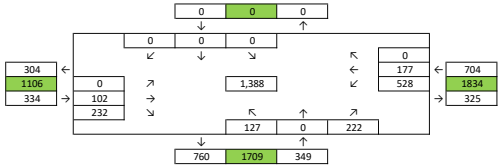
Tenth Column Iteration

	746	284	439	0	% diff
536	0	197	339	0	0.5%
280	179	0	101	0	0.5%
654	567	87	0	0	0.6%
0	0	0	0	0	#DIV/0!

Scenario: 2024
N/S Street: Polk St
E/W Street: Airport Blvd
Intersection #: 5



Scenario: 2045
N/S Street: Polk St
E/W Street: Airport Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		325	0	304	760
		185	0	278	457
706	402	0	0	162	240
0	0	0	0	0	0
335	307	90	0	0	217
351	211	95	0	116	0

First Row Iteration

					% diff
	256	0	477	658	
706	0	0	284	421	-21%
0	0	0	0	0	#DIV/0!
335	98	0	0	237	57%
351	158	0	193	0	-13%

First Column Iteration

					% diff
	325	0	304	760	
667	0	0	181	486	-5%
0	0	0	0	0	#DIV/0!
398	125	0	0	274	19%
323	200	0	123	0	-8%

Second Row Iteration

					% diff
	322	0	325	745	
706	0	0	191	514	-0.7%
0	0	0	0	0	#DIV/0!
335	105	0	0	230	6.9%
351	217	0	133	0	-2.0%

Second Column Iteration

					% diff
	325	0	304	760	
704	0	0	179	525	-0.3%
0	0	0	0	0	#DIV/0!
341	106	0	0	235	1.6%
344	219	0	125	0	-2.0%

Third Row Iteration

					% diff
	327	0	307	757	
706	0	0	179	526	0.9%
0	0	0	0	0	#DIV/0!
335	104	0	0	231	1.0%
351	224	0	127	0	-0.3%

Third Column Iteration

					% diff
	325	0	304	760	
705	0	0	178	528	0.0%
0	0	0	0	0	#DIV/0!
335	103	0	0	232	-0.1%
348	222	0	126	0	-0.9%

Fourth Row Iteration

					% diff
	327	0	305	760	
706	0	0	178	528	0.6%
0	0	0	0	0	#DIV/0!
335	103	0	0	232	0.4%
351	224	0	127	0	0.0%

Fourth Column Iteration

					% diff
	325	0	304	760	
705	0	0	177	528	-0.1%
0	0	0	0	0	#DIV/0!
334	102	0	0	232	-0.2%
349	222	0	127	0	-0.6%

Fifth Row Iteration

					% diff
	326	0	304	761	
706	0	0	177	528	0.4%
0	0	0	0	0	#DIV/0!
335	103	0	0	233	0.3%
351	223	0	127	0	0.2%

Fifth Column Iteration

					% diff
	325	0	304	760	
704	0	0	177	528	-0.2%
0	0	0	0	0	#DIV/0!
334	102	0	0	232	-0.2%
349	222	0	127	0	-0.4%

Sixth Row Iteration

					% diff
	326	0	304	761	
706	0	0	177	529	0.3%
0	0	0	0	0	#DIV/0!
335	102	0	0	233	0.3%
351	223	0	127	0	0.2%

Sixth Column Iteration

					% diff
	325	0	304	760	
704	0	0	176	527	-0.2%
0	0	0	0	0	#DIV/0!
334	102	0	0	232	-0.2%
350	223	0	127	0	-0.3%

Seventh Row Iteration

					% diff
	326	0	304	762	
706	0	0	177	529	0.3%
0	0	0	0	0	#DIV/0!
335	102	0	0	233	0.3%
351	223	0	127	0	0.2%

Seventh Column Iteration

					% diff
	325	0	304	760	
704	0	0	176	527	-0.2%
0	0	0	0	0	#DIV/0!
334	102	0	0	232	-0.3%
350	223	0	127	0	-0.3%

Eighth Row Iteration

					% diff
	326	0	304	762	
706	0	0	177	529	0.3%
0	0	0	0	0	#DIV/0!
335	102	0	0	233	0.3%
351	223	0	128	0	0.2%

Eighth Column Iteration

					% diff
	325	0	304	760	
704	0	0	176	527	-0.2%
0	0	0	0	0	#DIV/0!
334	102	0	0	232	-0.3%
350	223	0	127	0	-0.3%

Ninth Row Iteration

					% diff
	326	0	304	762	
706	0	0	177	529	0.3%
0	0	0	0	0	#DIV/0!
335	102	0	0	233	0.3%
351	223	0	128	0	0.2%

Ninth Column Iteration

					% diff
	325	0	304	760	
704	0	0	176	527	-0.3%
0	0	0	0	0	#DIV/0!
334	102	0	0	232	-0.3%
350	223	0	127	0	-0.3%

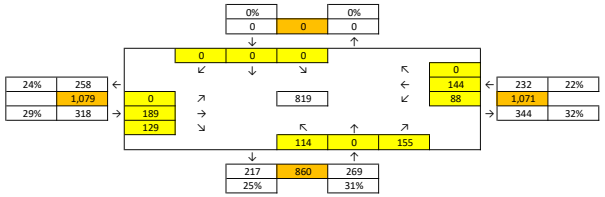
Tenth Row Iteration

					% diff
	326	0	304	762	
706	0	0	177	529	0.3%
0	0	0	0	0	#DIV/0!
335	102	0	0	233	0.3%
351	223	0	128	0	0.3%

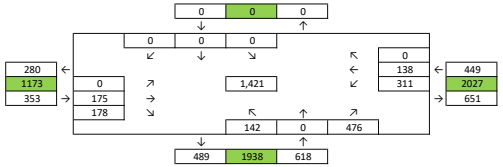
Tenth Column Iteration

					% diff
	325	0	304	760	
704	0	0	176	527	-0.3%
0	0	0	0	0	#DIV/0!
334	102	0	0	232	-0.3%
350	223	0	127	0	-0.3%

Scenario: 2024
N/S Street: Polk St
E/W Street: Airport Blvd
Intersection #: 5



Scenario: 2045
N/S Street: Polk St
E/W Street: Airport Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		651	0	280	489
		344	0	258	217
439	232	0	0	144	88
0	0	0	0	0	0
346	318	189	0	0	129
606	269	155	0	114	0

First Row Iteration

					% diff
	555	0	529	307	
439	0	0	273	167	-15%
0	0	0	0	0	#DIV/0!
346	205	0	0	140	89%
606	349	0	257	0	-37%

First Column Iteration

					% diff
	651	0	280	489	
410	0	0	144	265	-7%
0	0	0	0	0	#DIV/0!
465	241	0	0	224	34%
546	410	0	136	0	-10%

Second Row Iteration

					% diff
	634	0	306	451	
439	0	0	155	284	-2.5%
0	0	0	0	0	#DIV/0!
346	179	0	0	166	9.0%
606	455	0	151	0	-7.8%

Second Column Iteration

					% diff
	651	0	280	489	
450	0	0	142	309	2.6%
0	0	0	0	0	#DIV/0!
365	184	0	0	180	5.4%
606	467	0	139	0	-0.1%

Third Row Iteration

					% diff
	642	0	277	472	
439	0	0	138	301	-1.4%
0	0	0	0	0	#DIV/0!
346	175	0	0	171	-1.2%
606	467	0	139	0	-3.5%

Third Column Iteration

					% diff
	651	0	280	489	
452	0	0	140	312	2.9%
0	0	0	0	0	#DIV/0!
354	177	0	0	177	2.5%
614	474	0	140	0	1.4%

Fourth Row Iteration

					% diff
	640	0	275	476	
439	0	0	136	303	-1.6%
0	0	0	0	0	#DIV/0!
346	173	0	0	173	-2.1%
606	468	0	139	0	-2.7%

Fourth Column Iteration

					% diff
	651	0	280	489	
450	0	0	139	311	2.5%
0	0	0	0	0	#DIV/0!
353	176	0	0	178	2.2%
617	475	0	141	0	1.8%

Fifth Row Iteration

					% diff
	639	0	275	477	
439	0	0	136	304	-1.9%
0	0	0	0	0	#DIV/0!
346	172	0	0	174	-2.1%
606	467	0	139	0	-2.4%

Fifth Column Iteration

					% diff
	651	0	280	489	
449	0	0	138	311	2.3%
0	0	0	0	0	#DIV/0!
353	175	0	0	178	2.2%
618	476	0	142	0	2.0%

Sixth Row Iteration

					% diff
	638	0	275	478	
439	0	0	135	304	-2.0%
0	0	0	0	0	#DIV/0!
346	171	0	0	174	-2.1%
606	467	0	139	0	-2.2%

Sixth Column Iteration

					% diff
	651	0	280	489	
449	0	0	138	311	2.2%
0	0	0	0	0	#DIV/0!
353	175	0	0	178	2.1%
619	476	0	142	0	2.0%

Seventh Row Iteration

					% diff
	638	0	275	478	
439	0	0	135	304	-2.0%
0	0	0	0	0	#DIV/0!
346	171	0	0	175	-2.1%
606	467	0	139	0	-2.2%

Seventh Column Iteration

					% diff
	651	0	280	489	
449	0	0	138	311	2.2%
0	0	0	0	0	#DIV/0!
353	175	0	0	178	2.1%
619	476	0	142	0	2.1%

Eighth Row Iteration

					% diff
	638	0	275	479	
439	0	0	135	304	-2.1%
0	0	0	0	0	#DIV/0!
346	171	0	0	175	-2.1%
606	467	0	140	0	-2.1%

Eighth Column Iteration

					% diff
	651	0	280	489	
449	0	0	138	311	2.2%
0	0	0	0	0	#DIV/0!
353	175	0	0	178	2.1%
619	476	0	142	0	2.1%

Ninth Row Iteration

					% diff
	638	0	275	479	
439	0	0	135	304	-2.1%
0	0	0	0	0	#DIV/0!
346	171	0	0	175	-2.1%
606	467	0	140	0	-2.1%

Ninth Column Iteration

					% diff
	651	0	280	489	
448	0	0	138	311	2.1%
0	0	0	0	0	#DIV/0!
353	175	0	0	178	2.1%
619	476	0	143	0	2.1%

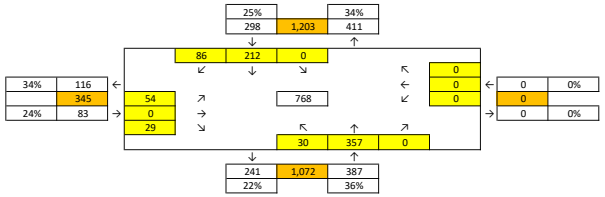
Tenth Row Iteration

					% diff
	638	0	275	479	
439	0	0	135	304	-2.1%
0	0	0	0	0	#DIV/0!
346	171	0	0	175	-2.1%
606	467	0	140	0	-2.1%

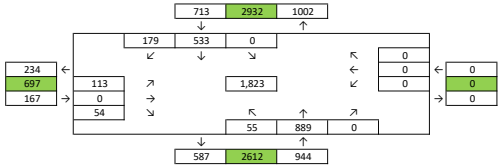
Tenth Column Iteration

					% diff
	651	0	280	489	
448	0	0	138	311	2.1%
0	0	0	0	0	#DIV/0!
353	175	0	0	178	2.1%
619	477	0	143	0	2.1%

Scenario: 2024
N/S Street: Palm St
E/W Street: Grapefruit Blvd
Intersection #: 6



Scenario: 2045
N/S Street: Palm St
E/W Street: Grapefruit Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		0	1002	234	587
		0	411	116	241
0	0	0	0	0	0
726	298	0	0	86	212
168	83	0	54	0	29
943	387	0	357	30	0

First Row Iteration

	0	979	283	575	% diff
0	0	0	0	0	#DIV/0!
726	0	0	210	517	-2%
168	0	109	0	59	21%
943	0	870	73	0	-2%

First Column Iteration

	0	1002	234	587	% diff
0	0	0	0	0	#DIV/0!
701	0	0	174	527	-3%
171	0	112	0	60	2%
951	0	890	61	0	1%

Second Row Iteration

	0	992	240	605	% diff
0	0	0	0	0	#DIV/0!
726	0	0	180	546	-1.0%
168	0	109	0	58	2.4%
943	0	883	60	0	3.0%

Second Column Iteration

	0	1002	234	587	% diff
0	0	0	0	0	#DIV/0!
706	0	0	176	530	-2.8%
167	0	110	0	57	-0.4%
950	0	891	59	0	0.8%

Third Row Iteration

	0	995	239	603	% diff
0	0	0	0	0	#DIV/0!
726	0	0	181	546	-0.6%
168	0	111	0	57	2.0%
943	0	885	58	0	2.6%

Third Column Iteration

	0	1002	234	587	% diff
0	0	0	0	0	#DIV/0!
709	0	0	177	532	-2.4%
167	0	111	0	56	-0.4%
947	0	890	57	0	0.5%

Fourth Row Iteration

	0	998	238	601	% diff
0	0	0	0	0	#DIV/0!
726	0	0	182	545	-0.4%
168	0	112	0	56	1.7%
943	0	886	57	0	2.3%

Fourth Column Iteration

	0	1002	234	587	% diff
0	0	0	0	0	#DIV/0!
711	0	0	178	533	-2.1%
167	0	112	0	55	-0.5%
945	0	889	56	0	0.2%

Fifth Row Iteration

	0	1000	238	599	% diff
0	0	0	0	0	#DIV/0!
726	0	0	182	544	-0.2%
168	0	113	0	55	1.6%
943	0	887	56	0	2.0%

Fifth Column Iteration

	0	1002	234	587	% diff
0	0	0	0	0	#DIV/0!
713	0	0	179	533	-1.8%
167	0	113	0	54	-0.5%
944	0	889	55	0	0.1%

Sixth Row Iteration

	0	1002	238	598	% diff
0	0	0	0	0	#DIV/0!
726	0	0	183	543	0.0%
168	0	114	0	54	1.4%
943	0	888	55	0	1.8%

Sixth Column Iteration

	0	1002	234	587	% diff
0	0	0	0	0	#DIV/0!
714	0	0	180	534	-1.6%
167	0	114	0	53	-0.6%
942	0	888	54	0	-0.1%

Seventh Row Iteration

	0	1003	237	596	% diff
0	0	0	0	0	#DIV/0!
726	0	0	183	543	0.1%
168	0	114	0	53	1.3%
943	0	889	54	0	1.6%

Seventh Column Iteration

	0	1002	234	587	% diff
0	0	0	0	0	#DIV/0!
716	0	0	181	535	-1.5%
167	0	114	0	53	-0.6%
941	0	888	53	0	-0.2%

Eighth Row Iteration

	0	1004	237	596	% diff
0	0	0	0	0	#DIV/0!
726	0	0	184	543	0.2%
168	0	115	0	53	1.2%
943	0	889	54	0	1.4%

Eighth Column Iteration

	0	1002	234	587	% diff
0	0	0	0	0	#DIV/0!
717	0	0	181	535	-1.3%
167	0	114	0	52	-0.6%
940	0	887	53	0	-0.3%

Ninth Row Iteration

	0	1005	237	595	% diff
0	0	0	0	0	#DIV/0!
726	0	0	184	542	0.3%
168	0	115	0	52	1.1%
943	0	890	53	0	1.3%

Ninth Column Iteration

	0	1002	234	587	% diff
0	0	0	0	0	#DIV/0!
717	0	0	182	535	-1.2%
167	0	115	0	52	-0.6%
939	0	887	52	0	-0.4%

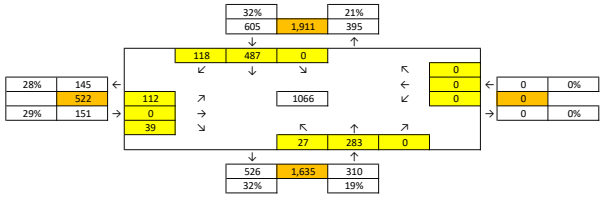
Tenth Row Iteration

	0	1006	237	594	% diff
0	0	0	0	0	#DIV/0!
726	0	0	184	542	0.4%
168	0	116	0	52	1.1%
943	0	890	53	0	1.2%

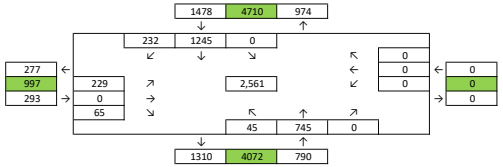
Tenth Column Iteration

	0	1002	234	587	% diff
0	0	0	0	0	#DIV/0!
718	0	0	182	536	-1.2%
167	0	115	0	52	-0.7%
939	0	887	52	0	-0.4%

Scenario: 2024
N/S Street: Palm St
E/W Street: Grapefruit Blvd
Intersection #: 6



Scenario: 2045
N/S Street: Palm St
E/W Street: Grapefruit Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		0	974	277	1310
		0	395	145	526
0	0	0	0	0	0
1491	605	0	0	118	487
288	151	0	112	0	39
772	310	0	283	27	0

First Row Iteration

	0	919	358	1275	% diff
0	0	0	0	0	#DIV/0!
1491	0	0	291	1200	-6%
288	0	214	0	74	29%
772	0	705	67	0	-3%

First Column Iteration

	0	974	277	1310	% diff
0	0	0	0	0	#DIV/0!
1458	0	0	225	1233	-2%
303	0	227	0	77	5%
799	0	747	52	0	3%

Second Row Iteration

	0	937	280	1334	% diff
0	0	0	0	0	#DIV/0!
1491	0	0	230	1261	-3.7%
288	0	216	0	73	1.2%
772	0	722	50	0	1.8%

Second Column Iteration

	0	974	277	1310	% diff
0	0	0	0	0	#DIV/0!
1466	0	0	227	1239	-1.7%
295	0	224	0	71	2.4%
799	0	750	50	0	3.5%

Third Row Iteration

	0	943	279	1330	% diff
0	0	0	0	0	#DIV/0!
1491	0	0	231	1260	-3.2%
288	0	219	0	70	0.8%
772	0	724	48	0	1.5%

Third Column Iteration

	0	974	277	1310	% diff
0	0	0	0	0	#DIV/0!
1471	0	0	229	1241	-1.4%
295	0	226	0	69	2.1%
795	0	748	48	0	3.0%

Fourth Row Iteration

	0	947	279	1326	% diff
0	0	0	0	0	#DIV/0!
1491	0	0	233	1259	-2.7%
288	0	221	0	67	0.7%
772	0	726	46	0	1.2%

Fourth Column Iteration

	0	974	277	1310	% diff
0	0	0	0	0	#DIV/0!
1475	0	0	231	1243	-1.1%
294	0	227	0	67	1.9%
792	0	746	46	0	2.6%

Fifth Row Iteration

	0	950	278	1323	% diff
0	0	0	0	0	#DIV/0!
1491	0	0	234	1257	-2.4%
288	0	223	0	65	0.5%
772	0	727	45	0	1.0%

Fifth Column Iteration

	0	974	277	1310	% diff
0	0	0	0	0	#DIV/0!
1478	0	0	232	1245	-0.9%
293	0	229	0	65	1.7%
790	0	745	45	0	2.3%

Sixth Row Iteration

	0	953	278	1320	% diff
0	0	0	0	0	#DIV/0!
1491	0	0	235	1257	-2.1%
288	0	225	0	64	0.4%
772	0	729	44	0	0.8%

Sixth Column Iteration

	0	974	277	1310	% diff
0	0	0	0	0	#DIV/0!
1480	0	0	234	1247	-0.7%
293	0	230	0	63	1.5%
787	0	744	43	0	2.0%

Seventh Row Iteration

	0	956	278	1318	% diff
0	0	0	0	0	#DIV/0!
1491	0	0	235	1256	-1.8%
288	0	226	0	62	0.3%
772	0	730	43	0	0.6%

Seventh Column Iteration

	0	974	277	1310	% diff
0	0	0	0	0	#DIV/0!
1483	0	0	235	1248	-0.6%
292	0	230	0	62	1.3%
786	0	743	42	0	1.7%

Eighth Row Iteration

	0	958	278	1316	% diff
0	0	0	0	0	#DIV/0!
1491	0	0	236	1255	-1.6%
288	0	227	0	61	0.2%
772	0	730	42	0	0.5%

Eighth Column Iteration

	0	974	277	1310	% diff
0	0	0	0	0	#DIV/0!
1485	0	0	235	1249	-0.4%
292	0	231	0	61	1.2%
784	0	742	42	0	1.5%

Ninth Row Iteration

	0	960	277	1315	% diff
0	0	0	0	0	#DIV/0!
1491	0	0	236	1255	-1.4%
288	0	228	0	60	0.1%
772	0	731	41	0	0.4%

Ninth Column Iteration

	0	974	277	1310	% diff
0	0	0	0	0	#DIV/0!
1486	0	0	236	1250	-0.3%
292	0	232	0	60	1.1%
783	0	742	41	0	1.4%

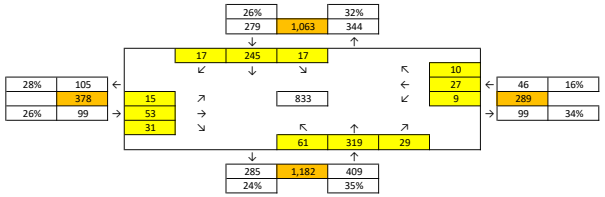
Tenth Row Iteration

	0	961	277	1313	% diff
0	0	0	0	0	#DIV/0!
1491	0	0	237	1254	-1.3%
288	0	229	0	59	0.1%
772	0	732	40	0	0.3%

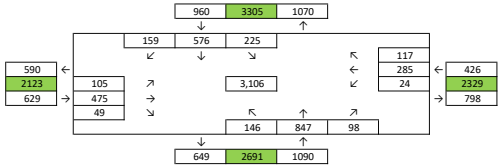
Tenth Column Iteration

	0	974	277	1310	% diff
0	0	0	0	0	#DIV/0!
1488	0	0	237	1251	-0.2%
291	0	232	0	59	1.0%
782	0	741	40	0	1.2%

Scenario: 2024
N/S Street: Avenue 54
E/W Street: Grapefruit Blvd
Intersection #: 7



Scenario: 2045
N/S Street: Avenue 54
E/W Street: Grapefruit Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		798	1070	590	649
		99	344	105	285
371	46	0	10	27	9
867	279	17	0	17	245
556	99	53	15	0	31
931	409	29	319	61	0

First Row Iteration

	417	891	409	1008	% diff
371	0	81	218	73	-48%
867	53	0	53	762	-17%
556	298	84	0	174	-31%
931	66	726	139	0	55%

First Column Iteration

	798	1070	590	649	% diff
457	0	97	313	47	23%
668	101	0	76	490	-23%
783	570	101	0	112	41%
1198	126	872	200	0	29%

Second Row Iteration

	635	828	509	754	% diff
371	0	78	254	38	-20.5%
867	132	0	99	637	-22.6%
556	405	72	0	80	-13.7%
931	98	677	155	0	16.3%

Second Column Iteration

	798	1070	590	649	% diff
429	0	101	295	33	15.7%
828	165	0	115	548	-4.6%
670	509	93	0	68	20.5%
1179	124	875	180	0	26.6%

Third Row Iteration

	693	856	517	659	% diff
371	0	88	255	28	-13.1%
867	173	0	120	574	-20.0%
556	422	77	0	57	-12.3%
931	98	691	142	0	1.6%

Third Column Iteration

	798	1070	590	649	% diff
428	0	110	291	28	15.4%
902	199	0	137	565	3.9%
638	486	96	0	56	14.8%
1138	112	864	162	0	22.2%

Fourth Row Iteration

	707	885	516	617	% diff
371	0	95	252	24	-11.4%
867	192	0	132	544	-17.2%
556	424	84	0	49	-12.5%
931	92	707	133	0	-5.0%

Fourth Column Iteration

	798	1070	590	649	% diff
428	0	115	288	25	15.3%
939	216	0	151	572	8.3%
630	478	101	0	51	13.3%
1109	104	854	152	0	19.1%

Fifth Row Iteration

	708	906	516	596	% diff
371	0	99	249	22	-11.2%
867	200	0	139	529	-15.3%
556	421	89	0	45	-12.6%
931	87	717	127	0	-8.2%

Fifth Column Iteration

	798	1070	590	649	% diff
426	0	117	285	24	15.0%
960	225	0	159	576	10.6%
629	475	105	0	49	13.2%
1090	98	847	146	0	17.1%

Sixth Row Iteration

	706	918	516	585	% diff
371	0	102	248	21	-11.4%
867	203	0	144	520	-14.1%
556	419	93	0	44	-12.5%
931	84	723	124	0	-9.9%

Sixth Column Iteration

	798	1070	590	649	% diff
425	0	119	283	23	14.7%
972	230	0	164	578	12.0%
630	474	109	0	48	13.4%
1079	95	842	142	0	15.9%

Seventh Row Iteration

	704	926	516	578	% diff
371	0	104	247	20	-11.7%
867	205	0	147	516	-13.4%
556	418	96	0	43	-12.4%
931	82	727	123	0	-10.9%

Seventh Column Iteration

	798	1070	590	649	% diff
424	0	120	282	23	14.5%
978	232	0	168	579	12.8%
631	473	111	0	48	13.6%
1072	92	839	140	0	15.1%

Eighth Row Iteration

	703	931	517	575	% diff
371	0	105	246	20	-11.9%
867	206	0	149	513	-12.9%
556	417	97	0	42	-12.4%
931	80	729	122	0	-11.4%

Eighth Column Iteration

	798	1070	590	649	% diff
424	0	120	281	22	14.3%
982	234	0	169	579	13.3%
632	473	112	0	48	13.7%
1068	91	838	139	0	14.7%

Ninth Row Iteration

	702	934	517	573	% diff
371	0	105	246	19	-12.0%
867	206	0	150	511	-12.7%
556	416	98	0	42	-12.3%
931	79	731	121	0	-11.8%

Ninth Column Iteration

	798	1070	590	649	% diff
423	0	120	281	22	14.2%
985	235	0	171	579	13.5%
633	473	113	0	47	13.8%
1065	90	837	138	0	14.4%

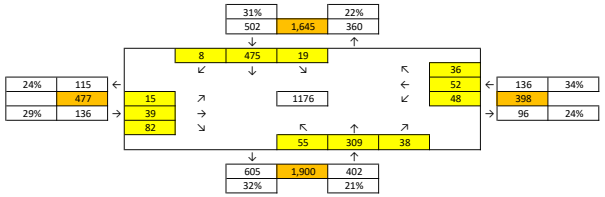
Tenth Row Iteration

	701	936	517	571	% diff
371	0	105	246	19	-12.1%
867	207	0	150	510	-12.5%
556	415	99	0	42	-12.3%
931	79	731	121	0	-12.0%

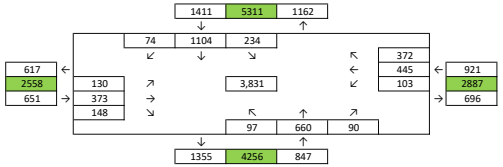
Tenth Column Iteration

	798	1070	590	649	% diff
423	0	121	280	22	14.1%
986	235	0	171	580	13.7%
633	473	113	0	47	13.9%
1064	90	836	138	0	14.2%

Scenario: 2024
N/S Street: Avenue 54
E/W Street: Grapefruit Blvd
Intersection #: 7



Scenario: 2045
N/S Street: Avenue 54
E/W Street: Grapefruit Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		696	1162	617	1355
		96	360	115	605
987	136	0	36	52	48
1621	502	19	0	8	475
729	136	39	15	0	82
900	402	38	309	55	0

First Row Iteration

	356	1034	526	2321	% diff
987	0	261	377	348	-49%
1621	61	0	26	1534	-11%
729	209	80	0	440	-15%
900	85	692	123	0	71%

First Column Iteration

	696	1162	617	1355	% diff
939	0	294	442	203	-5%
1046	120	0	30	895	-35%
757	410	90	0	257	4%
1089	167	778	144	0	21%

Second Row Iteration

	719	1039	631	1849	% diff
987	0	308	464	214	3.2%
1621	186	0	47	1388	-10.6%
729	395	87	0	247	2.3%
900	138	643	119	0	36.4%

Second Column Iteration

	696	1162	617	1355	% diff
956	0	345	454	157	-3.1%
1244	180	0	46	1017	-23.3%
661	382	98	0	181	-9.3%
970	134	720	117	0	7.7%

Third Row Iteration

	781	1132	637	1687	% diff
987	0	356	469	162	12.1%
1621	235	0	60	1326	-2.6%
729	422	108	0	200	3.3%
900	124	668	108	0	24.5%

Third Column Iteration

	696	1162	617	1355	% diff
949	0	366	454	130	-3.8%
1332	210	0	58	1065	-17.8%
647	376	110	0	161	-11.3%
902	111	686	105	0	0.1%

Fourth Row Iteration

	789	1190	647	1611	% diff
987	0	380	472	135	13.4%
1621	255	0	70	1295	2.4%
729	424	124	0	181	4.9%
900	110	685	105	0	18.9%

Fourth Column Iteration

	696	1162	617	1355	% diff
934	0	371	450	113	-5.3%
1382	225	0	67	1090	-14.8%
648	374	122	0	152	-11.2%
867	97	669	100	0	-3.7%

Fifth Row Iteration

	786	1224	657	1569	% diff
987	0	392	475	120	12.9%
1621	264	0	79	1278	5.3%
729	421	137	0	171	6.6%
900	101	695	104	0	15.8%

Fifth Column Iteration

	696	1162	617	1355	% diff
921	0	372	445	103	-6.6%
1411	234	0	74	1104	-12.9%
651	373	130	0	148	-10.8%
847	90	660	97	0	-5.9%

Sixth Row Iteration

	782	1246	665	1544	% diff
987	0	399	477	111	12.2%
1621	268	0	85	1267	7.2%
729	418	146	0	166	7.9%
900	95	702	104	0	13.9%

Sixth Column Iteration

	696	1162	617	1355	% diff
911	0	372	442	97	-7.6%
1430	239	0	79	1112	-11.8%
654	372	136	0	146	-10.4%
835	85	655	96	0	-7.2%

Seventh Row Iteration

	778	1260	671	1528	% diff
987	0	403	479	105	11.7%
1621	271	0	89	1261	8.4%
729	415	152	0	162	8.8%
900	91	706	103	0	12.8%

Seventh Column Iteration

	696	1162	617	1355	% diff
905	0	371	440	93	-8.3%
1442	243	0	82	1118	-11.0%
656	372	140	0	144	-10.1%
828	82	651	95	0	-8.1%

Eighth Row Iteration

	775	1269	675	1518	% diff
987	0	405	480	102	11.3%
1621	273	0	92	1256	9.2%
729	414	156	0	160	9.4%
900	89	708	103	0	12.0%

Eighth Column Iteration

	696	1162	617	1355	% diff
900	0	371	438	91	-8.7%
1450	245	0	84	1121	-10.5%
657	371	142	0	143	-9.9%
823	80	649	94	0	-8.6%

Ninth Row Iteration

	774	1275	677	1511	% diff
987	0	407	480	100	11.1%
1621	274	0	94	1253	9.7%
729	412	158	0	159	9.9%
900	88	710	103	0	11.5%

Ninth Column Iteration

	696	1162	617	1355	% diff
897	0	371	437	89	-9.0%
1455	246	0	86	1124	-10.2%
658	371	144	0	142	-9.8%
820	79	647	94	0	-8.9%

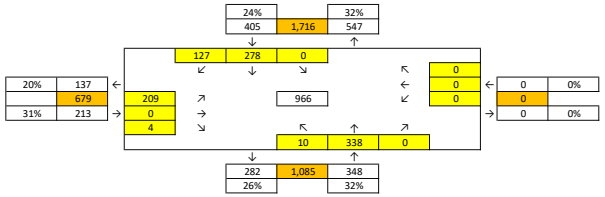
Tenth Row Iteration

	772	1278	679	1507	% diff
987	0	408	481	98	10.9%
1621	274	0	95	1251	10.0%
729	412	160	0	158	10.1%
900	87	711	103	0	11.2%

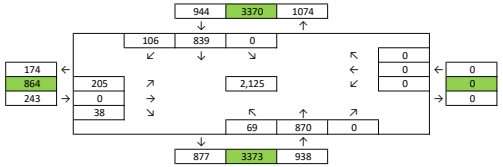
Tenth Column Iteration

	696	1162	617	1355	% diff
895	0	371	436	88	-9.2%
1459	247	0	86	1125	-10.0%
658	371	145	0	142	-9.7%
818	78	646	94	0	-9.2%

Scenario: 2024
N/S Street: Tyler St
E/W Street: Grapefruit Blvd
Intersection #: 8



Scenario: 2045
N/S Street: Tyler St
E/W Street: Grapefruit Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		0	1074	174	877
		0	547	137	282
0	0	0	0	0	0
795	405	0	0	127	278
271	213	0	209	0	4
1082	348	0	338	10	0

First Row Iteration

	0	1317	280	551	% diff
0	0	0	0	0	#DIV/0!
795	0	0	249	546	23%
271	0	266	0	5	61%
1082	0	1051	31	0	-37%

First Column Iteration

	0	1074	174	877	% diff
0	0	0	0	0	#DIV/0!
1024	0	0	155	869	29%
225	0	217	0	8	-17%
877	0	857	19	0	-19%

Second Row Iteration

	0	1319	144	685	% diff
0	0	0	0	0	#DIV/0!
795	0	0	120	675	22.8%
271	0	261	0	10	-17.2%
1082	0	1058	24	0	-21.9%

Second Column Iteration

	0	1074	174	877	% diff
0	0	0	0	0	#DIV/0!
1010	0	0	146	864	26.9%
225	0	213	0	12	-16.9%
890	0	861	29	0	-17.7%

Third Row Iteration

	0	1303	150	696	% diff
0	0	0	0	0	#DIV/0!
795	0	0	115	681	21.3%
271	0	256	0	15	-14.2%
1082	0	1047	35	0	-20.6%

Third Column Iteration

	0	1074	174	877	% diff
0	0	0	0	0	#DIV/0!
991	0	0	134	858	24.6%
230	0	211	0	19	-15.1%
904	0	863	41	0	-16.4%

Fourth Row Iteration

	0	1282	156	711	% diff
0	0	0	0	0	#DIV/0!
795	0	0	107	688	19.3%
271	0	249	0	22	-10.5%
1082	0	1033	49	0	-19.0%

Fourth Column Iteration

	0	1074	174	877	% diff
0	0	0	0	0	#DIV/0!
969	0	0	120	849	21.8%
236	0	208	0	28	-12.9%
920	0	866	55	0	-14.9%

Fifth Row Iteration

	0	1257	162	729	% diff
0	0	0	0	0	#DIV/0!
795	0	0	98	697	17.0%
271	0	239	0	32	-6.8%
1082	0	1018	64	0	-16.9%

Fifth Column Iteration

	0	1074	174	877	% diff
0	0	0	0	0	#DIV/0!
944	0	0	106	839	18.7%
243	0	205	0	38	-10.5%
938	0	870	69	0	-13.3%

Sixth Row Iteration

	0	1231	168	749	% diff
0	0	0	0	0	#DIV/0!
795	0	0	89	706	14.6%
271	0	229	0	42	-3.5%
1082	0	1003	79	0	-14.6%

Sixth Column Iteration

	0	1074	174	877	% diff
0	0	0	0	0	#DIV/0!
919	0	0	92	827	15.6%
249	0	199	0	50	-8.1%
957	0	875	82	0	-11.5%

Seventh Row Iteration

	0	1206	173	770	% diff
0	0	0	0	0	#DIV/0!
795	0	0	80	716	12.3%
271	0	217	0	54	-1.0%
1082	0	989	93	0	-12.2%

Seventh Column Iteration

	0	1074	174	877	% diff
0	0	0	0	0	#DIV/0!
896	0	0	80	815	12.6%
255	0	193	0	62	-6.0%
975	0	881	94	0	-9.9%

Eighth Row Iteration

	0	1183	176	789	% diff
0	0	0	0	0	#DIV/0!
795	0	0	71	724	10.1%
271	0	206	0	66	0.7%
1082	0	978	104	0	-10.0%

Eighth Column Iteration

	0	1074	174	877	% diff
0	0	0	0	0	#DIV/0!
875	0	0	71	804	10.0%
259	0	187	0	73	-4.3%
991	0	888	103	0	-8.4%

Ninth Row Iteration

	0	1164	177	807	% diff
0	0	0	0	0	#DIV/0!
795	0	0	65	731	8.4%
271	0	195	0	76	1.7%
1082	0	969	113	0	-8.0%

Ninth Column Iteration

	0	1074	174	877	% diff
0	0	0	0	0	#DIV/0!
857	0	0	63	794	7.8%
263	0	180	0	83	-3.1%
1005	0	894	111	0	-7.1%

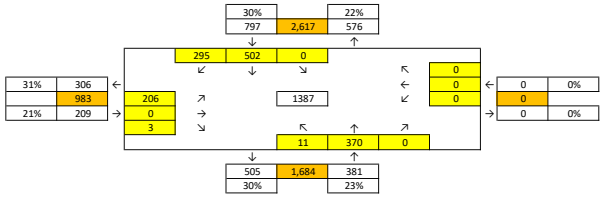
Tenth Row Iteration

	0	1148	178	822	% diff
0	0	0	0	0	#DIV/0!
795	0	0	59	737	6.9%
271	0	186	0	85	2.2%
1082	0	962	119	0	-6.3%

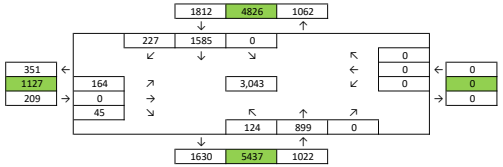
Tenth Column Iteration

	0	1074	174	877	% diff
0	0	0	0	0	#DIV/0!
843	0	0	58	786	6.0%
265	0	174	0	91	-2.3%
1017	0	900	117	0	-6.0%

Scenario: 2024
N/S Street: Tyler St
E/W Street: Grapefruit Blvd
Intersection #: 8



Scenario: 2045
N/S Street: Tyler St
E/W Street: Grapefruit Blvd



Legend
Existing Turning Movements
Existing Peak Hour Counts per intersection leg
Forecasted Peak Hour per intersection leg

Base Year Intersection

		0	1062	351	1630
		0	576	306	505
0	0	0	0	0	0
1470	797	0	0	295	502
240	209	0	206	0	3
1230	381	0	370	11	0

First Row Iteration

	0	1431	580	929	% diff
0	0	0	0	0	#DIV/0!
1470	0	0	544	926	35%
240	0	236	0	3	65%
1230	0	1195	36	0	-43%

First Column Iteration

	0	1062	351	1630	% diff
0	0	0	0	0	#DIV/0!
1954	0	0	329	1624	33%
181	0	175	0	6	-24%
908	0	887	21	0	-26%

Second Row Iteration

	0	1433	277	1230	% diff
0	0	0	0	0	#DIV/0!
1470	0	0	248	1222	34.9%
240	0	232	0	8	-21.1%
1230	0	1201	29	0	-24.6%

Second Column Iteration

	0	1062	351	1630	% diff
0	0	0	0	0	#DIV/0!
1934	0	0	314	1620	31.6%
182	0	172	0	11	-23.9%
927	0	890	37	0	-24.6%

Third Row Iteration

	0	1407	288	1245	% diff
0	0	0	0	0	#DIV/0!
1470	0	0	239	1231	32.5%
240	0	226	0	14	-18.0%
1230	0	1181	49	0	-23.6%

Third Column Iteration

	0	1062	351	1630	% diff
0	0	0	0	0	#DIV/0!
1903	0	0	291	1612	29.5%
189	0	170	0	18	-21.3%
951	0	892	60	0	-22.6%

Fourth Row Iteration

	0	1369	302	1268	% diff
0	0	0	0	0	#DIV/0!
1470	0	0	225	1245	28.9%
240	0	217	0	23	-13.9%
1230	0	1153	77	0	-22.2%

Fourth Column Iteration

	0	1062	351	1630	% diff
0	0	0	0	0	#DIV/0!
1862	0	0	261	1601	26.7%
198	0	168	0	30	-17.5%
984	0	894	90	0	-20.0%

Fifth Row Iteration

	0	1322	318	1300	% diff
0	0	0	0	0	#DIV/0!
1470	0	0	206	1264	24.4%
240	0	204	0	36	-9.3%
1230	0	1118	112	0	-20.3%

Fifth Column Iteration

	0	1062	351	1630	% diff
0	0	0	0	0	#DIV/0!
1812	0	0	227	1585	23.3%
209	0	164	0	45	-12.8%
1022	0	899	124	0	-16.9%

Sixth Row Iteration

	0	1269	333	1337	% diff
0	0	0	0	0	#DIV/0!
1470	0	0	184	1285	19.5%
240	0	188	0	52	-5.1%
1230	0	1081	149	0	-18.0%

Sixth Column Iteration

	0	1062	351	1630	% diff
0	0	0	0	0	#DIV/0!
1761	0	0	194	1567	19.8%
220	0	157	0	63	-8.0%
1062	0	905	157	0	-13.7%

Seventh Row Iteration

	0	1219	344	1377	% diff
0	0	0	0	0	#DIV/0!
1470	0	0	162	1308	14.8%
240	0	171	0	69	-2.1%
1230	0	1049	182	0	-15.6%

Seventh Column Iteration

	0	1062	351	1630	% diff
0	0	0	0	0	#DIV/0!
1714	0	0	165	1549	16.6%
230	0	149	0	81	-3.9%
1099	0	913	185	0	-10.7%

Eighth Row Iteration

	0	1177	349	1413	% diff
0	0	0	0	0	#DIV/0!
1470	0	0	142	1328	10.8%
240	0	155	0	85	-0.4%
1230	0	1023	208	0	-13.4%

Eighth Column Iteration

	0	1062	351	1630	% diff
0	0	0	0	0	#DIV/0!
1675	0	0	142	1533	14.0%
238	0	140	0	98	-0.9%
1131	0	922	208	0	-8.1%

Ninth Row Iteration

	0	1144	352	1443	% diff
0	0	0	0	0	#DIV/0!
1470	0	0	125	1345	7.7%
240	0	141	0	99	0.2%
1230	0	1003	227	0	-11.5%

Ninth Column Iteration

	0	1062	351	1630	% diff
0	0	0	0	0	#DIV/0!
1644	0	0	125	1519	11.8%
242	0	131	0	111	1.1%
1158	0	931	226	0	-5.9%

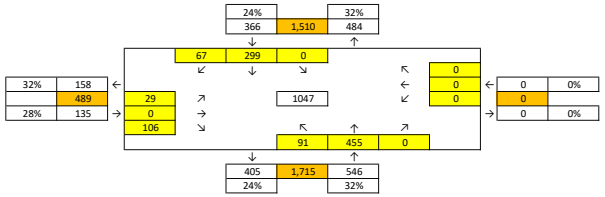
Tenth Row Iteration

	0	1119	352	1468	% diff
0	0	0	0	0	#DIV/0!
1470	0	0	111	1358	5.4%
240	0	129	0	110	0.3%
1230	0	990	240	0	-9.9%

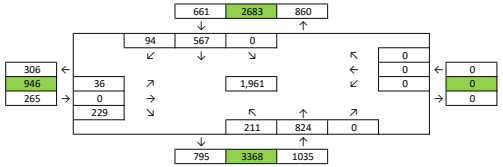
Tenth Column Iteration

	0	1062	351	1630	% diff
0	0	0	0	0	#DIV/0!
1619	0	0	111	1508	10.2%
245	0	123	0	122	2.3%
1179	0	939	240	0	-4.1%

Scenario: 2024
N/S Street: Sunset Dr
E/W Street: Grapefruit Blvd
Intersection #: 9



Scenario: 2045
N/S Street: Sunset Dr
E/W Street: Grapefruit Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		0	860	306	795
		0	484	158	405
0	0	0	0	0	0
650	366	0	0	67	299
261	135	0	29	0	106
1072	546	0	455	91	0

First Row Iteration

						% diff
		0	950	298	736	
0		0	0	0	0	#DIV/0!
650		0	0	119	531	10%
261		0	56	0	205	-3%
1072		0	894	179	0	-7%

First Column Iteration

						% diff
		0	860	306	795	
0		0	0	0	0	#DIV/0!
696		0	0	122	574	7%
272		0	51	0	222	4%
993		0	809	183	0	-7%

Second Row Iteration

						% diff
		0	923	312	749	
0		0	0	0	0	#DIV/0!
650		0	0	114	536	7.3%
261		0	49	0	212	2.2%
1072		0	874	198	0	-5.9%

Second Column Iteration

						% diff
		0	860	306	795	
0		0	0	0	0	#DIV/0!
681		0	0	112	570	4.8%
271		0	45	0	226	3.8%
1009		0	815	194	0	-5.9%

Third Row Iteration

						% diff
		0	910	313	761	
0		0	0	0	0	#DIV/0!
650		0	0	107	544	5.8%
261		0	44	0	217	2.3%
1072		0	866	206	0	-4.3%

Third Column Iteration

						% diff
		0	860	306	795	
0		0	0	0	0	#DIV/0!
672		0	0	104	568	3.4%
269		0	41	0	227	2.8%
1020		0	819	201	0	-4.9%

Fourth Row Iteration

						% diff
		0	901	313	770	
0		0	0	0	0	#DIV/0!
650		0	0	101	550	4.7%
261		0	40	0	221	2.3%
1072		0	860	212	0	-3.1%

Fourth Column Iteration

						% diff
		0	860	306	795	
0		0	0	0	0	#DIV/0!
666		0	0	99	567	2.4%
266		0	38	0	228	2.0%
1029		0	822	207	0	-4.1%

Fifth Row Iteration

						% diff
		0	894	312	778	
0		0	0	0	0	#DIV/0!
650		0	0	96	554	4.0%
261		0	38	0	224	2.1%
1072		0	856	216	0	-2.2%

Fifth Column Iteration

						% diff
		0	860	306	795	
0		0	0	0	0	#DIV/0!
661		0	0	94	567	1.6%
265		0	36	0	229	1.4%
1035		0	824	211	0	-3.5%

Sixth Row Iteration

						% diff
		0	889	312	783	
0		0	0	0	0	#DIV/0!
650		0	0	93	558	3.4%
261		0	36	0	225	2.0%
1072		0	853	219	0	-1.5%

Sixth Column Iteration

						% diff
		0	860	306	795	
0		0	0	0	0	#DIV/0!
657		0	0	91	566	1.1%
264		0	35	0	229	0.9%
1040		0	825	215	0	-3.0%

Seventh Row Iteration

						% diff
		0	885	311	787	
0		0	0	0	0	#DIV/0!
650		0	0	90	560	2.9%
261		0	34	0	227	1.9%
1072		0	851	221	0	-1.0%

Seventh Column Iteration

						% diff
		0	860	306	795	
0		0	0	0	0	#DIV/0!
654		0	0	88	566	0.6%
263		0	33	0	229	0.5%
1044		0	827	217	0	-2.6%

Eighth Row Iteration

						% diff
		0	882	311	791	
0		0	0	0	0	#DIV/0!
650		0	0	88	563	2.6%
261		0	33	0	228	1.7%
1072		0	849	223	0	-0.6%

Eighth Column Iteration

						% diff
		0	860	306	795	
0		0	0	0	0	#DIV/0!
652		0	0	86	566	0.3%
262		0	32	0	229	0.2%
1047		0	828	219	0	-2.3%

Ninth Row Iteration

						% diff
		0	880	311	793	
0		0	0	0	0	#DIV/0!
650		0	0	86	564	2.3%
261		0	32	0	229	1.6%
1072		0	848	225	0	-0.3%

Ninth Column Iteration

						% diff
		0	860	306	795	
0		0	0	0	0	#DIV/0!
650		0	0	85	566	0.0%
261		0	31	0	230	0.0%
1050		0	829	221	0	-2.1%

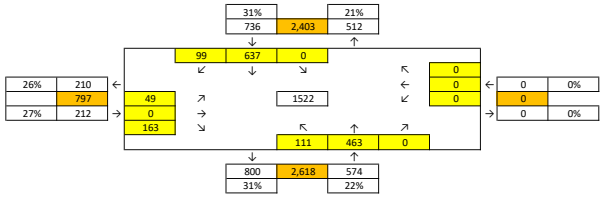
Tenth Row Iteration

						% diff
		0	878	310	795	
0		0	0	0	0	#DIV/0!
650		0	0	85	566	2.1%
261		0	31	0	230	1.6%
1072		0	846	226	0	0.0%

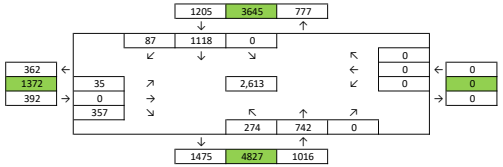
Tenth Column Iteration

						% diff
		0	860	306	795	
0		0	0	0	0	#DIV/0!
649		0	0	83	566	-0.2%
261		0	31	0	230	-0.2%
1051		0	829	222	0	-1.9%

Scenario: 2024
N/S Street: Sunset Dr
E/W Street: Grapefruit Blvd
Intersection #: 9



Scenario: 2045
N/S Street: Sunset Dr
E/W Street: Grapefruit Blvd



Legend
- Existing Turning Movements
- Existing Peak Hour Counts per intersection leg
- Forecasted Peak Hour per intersection leg

Base Year Intersection

		0	777	362	1475
		0	512	210	800
0	0	0	0	0	0
1116	736	0	0	99	637
365	212	0	49	0	163
1058	574	0	463	111	0

First Row Iteration

	0	938	355	1247	% diff
0	0	0	0	0	#DIV/0!
1116	0	0	150	966	21%
365	0	84	0	281	-2%
1058	0	854	205	0	-15%

First Column Iteration

	0	777	362	1475	% diff
0	0	0	0	0	#DIV/0!
1296	0	0	153	1143	16%
402	0	70	0	332	10%
915	0	707	209	0	-14%

Second Row Iteration

	0	881	373	1286	% diff
0	0	0	0	0	#DIV/0!
1116	0	0	132	985	13.4%
365	0	63	0	302	3.1%
1058	0	817	241	0	-12.8%

Second Column Iteration

	0	777	362	1475	% diff
0	0	0	0	0	#DIV/0!
1257	0	0	128	1129	12.6%
402	0	56	0	346	10.1%
954	0	721	234	0	-9.8%

Third Row Iteration

	0	850	373	1317	% diff
0	0	0	0	0	#DIV/0!
1116	0	0	113	1003	9.4%
365	0	51	0	314	3.1%
1058	0	799	259	0	-10.7%

Third Column Iteration

	0	777	362	1475	% diff
0	0	0	0	0	#DIV/0!
1233	0	0	110	1123	10.5%
398	0	46	0	352	9.1%
982	0	730	251	0	-7.2%

Fourth Row Iteration

	0	830	371	1339	% diff
0	0	0	0	0	#DIV/0!
1116	0	0	100	1017	6.8%
365	0	43	0	322	2.5%
1058	0	787	271	0	-9.2%

Fourth Column Iteration

	0	777	362	1475	% diff
0	0	0	0	0	#DIV/0!
1217	0	0	97	1120	9.0%
395	0	40	0	355	8.2%
1001	0	737	264	0	-5.4%

Fifth Row Iteration

	0	816	369	1355	% diff
0	0	0	0	0	#DIV/0!
1116	0	0	89	1027	5.0%
365	0	37	0	328	2.0%
1058	0	779	279	0	-8.1%

Fifth Column Iteration

	0	777	362	1475	% diff
0	0	0	0	0	#DIV/0!
1205	0	0	87	1118	8.0%
392	0	35	0	357	7.5%
1016	0	742	274	0	-4.0%

Sixth Row Iteration

	0	805	367	1368	% diff
0	0	0	0	0	#DIV/0!
1116	0	0	81	1035	3.7%
365	0	33	0	332	1.4%
1058	0	773	286	0	-7.3%

Sixth Column Iteration

	0	777	362	1475	% diff
0	0	0	0	0	#DIV/0!
1196	0	0	80	1117	7.2%
390	0	31	0	358	6.8%
1027	0	745	282	0	-3.0%

Seventh Row Iteration

	0	797	365	1377	% diff
0	0	0	0	0	#DIV/0!
1116	0	0	75	1042	2.7%
365	0	29	0	336	0.9%
1058	0	768	290	0	-6.6%

Seventh Column Iteration

	0	777	362	1475	% diff
0	0	0	0	0	#DIV/0!
1190	0	0	74	1116	6.6%
388	0	29	0	359	6.3%
1036	0	748	288	0	-2.1%

Eighth Row Iteration

	0	791	363	1385	% diff
0	0	0	0	0	#DIV/0!
1116	0	0	69	1047	1.9%
365	0	27	0	338	0.5%
1058	0	764	294	0	-6.1%

Eighth Column Iteration

	0	777	362	1475	% diff
0	0	0	0	0	#DIV/0!
1184	0	0	69	1115	6.1%
386	0	26	0	360	5.9%
1043	0	750	293	0	-1.5%

Ninth Row Iteration

	0	786	362	1391	% diff
0	0	0	0	0	#DIV/0!
1116	0	0	65	1051	1.3%
365	0	25	0	340	0.1%
1058	0	761	297	0	-5.7%

Ninth Column Iteration

	0	777	362	1475	% diff
0	0	0	0	0	#DIV/0!
1180	0	0	65	1115	5.7%
385	0	25	0	360	5.5%
1049	0	752	297	0	-0.9%

Tenth Row Iteration

	0	782	361	1396	% diff
0	0	0	0	0	#DIV/0!
1116	0	0	61	1055	0.7%
365	0	23	0	342	-0.2%
1058	0	759	299	0	-5.3%

Tenth Column Iteration

	0	777	362	1475	% diff
0	0	0	0	0	#DIV/0!
1176	0	0	62	1114	5.3%
384	0	23	0	361	5.2%
1053	0	753	300	0	-0.5%

APPENDIX C -

EXISTING CONDITIONS PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	39	44	21	0	72	0	43	3	1	5	0	26
Future Vol, veh/h	39	44	21	0	72	0	43	3	1	5	0	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	42	48	23	0	78	0	47	3	1	5	0	28

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	78	0	0	71	0	0	236	222	60	224	233	78
Stage 1	-	-	-	-	-	-	144	144	-	78	78	-
Stage 2	-	-	-	-	-	-	92	78	-	146	155	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1520	-	-	1529	-	-	718	677	1005	732	667	983
Stage 1	-	-	-	-	-	-	859	778	-	931	830	-
Stage 2	-	-	-	-	-	-	915	830	-	857	769	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1520	-	-	1529	-	-	682	657	1005	712	648	983
Mov Cap-2 Maneuver	-	-	-	-	-	-	682	657	-	712	648	-
Stage 1	-	-	-	-	-	-	834	755	-	904	830	-
Stage 2	-	-	-	-	-	-	889	830	-	828	747	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.8	0	10.7	9
HCM LOS			B	A

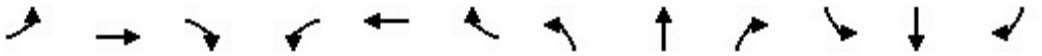
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	685	1520	-	-	1529	-	-	926
HCM Lane V/C Ratio	0.075	0.028	-	-	-	-	-	0.036
HCM Control Delay (s)	10.7	7.4	0	-	0	-	-	9
HCM Lane LOS	B	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.1



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	94	107	44	97	90	10
Future Volume (veh/h)	94	107	44	97	90	10
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	99	113	46	102	95	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	543	619	100	1472	202	179
Arrive On Green	1.00	1.00	0.06	0.79	0.11	0.11
Sat Flow, veh/h	797	910	1781	1870	1781	1585
Grp Volume(v), veh/h	0	212	46	102	95	11
Grp Sat Flow(s),veh/h/ln	0	1707	1781	1870	1781	1585
Q Serve(g_s), s	0.0	0.0	2.0	1.0	4.0	0.5
Cycle Q Clear(g_c), s	0.0	0.0	2.0	1.0	4.0	0.5
Prop In Lane		0.53	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	1162	100	1472	202	179
V/C Ratio(X)	0.00	0.18	0.46	0.07	0.47	0.06
Avail Cap(c_a), veh/h	0	1162	289	1472	401	357
HCM Platoon Ratio	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.99	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	36.6	1.9	33.2	31.7
Incr Delay (d2), s/veh	0.0	0.3	3.3	0.1	1.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.9	0.2	1.8	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.3	39.9	2.0	34.9	31.8
LnGrp LOS	A	A	D	A	C	C
Approach Vol, veh/h	212			148	106	
Approach Delay, s/veh	0.3			13.8	34.6	
Approach LOS	A			B	C	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		13.1	8.5	58.5		66.9
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s		18.0	13.0	37.0		54.0
Max Q Clear Time (g_c+I1), s		6.0	4.0	2.0		3.0
Green Ext Time (p_c), s		0.2	0.0	1.2		0.5

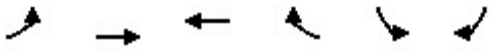
Intersection Summary	
HCM 6th Ctrl Delay	12.4
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	166	13	4	170	13	24	0	15	21	10	201
Future Volume (veh/h)	35	166	13	4	170	13	24	0	15	21	10	201
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	175	14	4	179	14	25	0	16	22	11	212
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	87	953	76	13	884	69	77	0	50	193	96	253
Arrive On Green	0.10	1.00	1.00	0.01	1.00	1.00	0.07	0.00	0.07	0.16	0.16	0.16
Sat Flow, veh/h	1781	1709	137	1781	1712	134	1036	0	663	1207	603	1585
Grp Volume(v), veh/h	37	0	189	4	0	193	41	0	0	33	0	212
Grp Sat Flow(s),veh/h/ln	1781	0	1845	1781	0	1846	1699	0	0	1810	0	1585
Q Serve(g_s), s	1.6	0.0	0.0	0.2	0.0	0.0	1.8	0.0	0.0	1.2	0.0	10.4
Cycle Q Clear(g_c), s	1.6	0.0	0.0	0.2	0.0	0.0	1.8	0.0	0.0	1.2	0.0	10.4
Prop In Lane	1.00		0.07	1.00		0.07	0.61		0.39	0.67		1.00
Lane Grp Cap(c), veh/h	87	0	1030	13	0	953	127	0	0	289	0	253
V/C Ratio(X)	0.42	0.00	0.18	0.30	0.00	0.20	0.32	0.00	0.00	0.11	0.00	0.84
Avail Cap(c_a), veh/h	200	0	1030	156	0	953	276	0	0	430	0	376
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.98	0.00	0.98	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.0	0.0	0.0	39.2	0.0	0.0	35.1	0.0	0.0	28.8	0.0	32.6
Incr Delay (d2), s/veh	3.2	0.0	0.4	12.0	0.0	0.5	1.5	0.0	0.0	0.2	0.0	10.1
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	0.7	0.0	0.1	0.1	0.0	0.1	0.8	0.0	0.0	0.5	0.0	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.2	0.0	0.4	51.2	0.0	0.5	36.5	0.0	0.0	28.9	0.0	42.7
LnGrp LOS	D	A	A	D	A	A	D	A	A	C	A	D
Approach Vol, veh/h		226			197			41			245	
Approach Delay, s/veh		6.6			1.5			36.5			40.8	
Approach LOS		A			A			D			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		10.0	4.6	48.6		16.8	7.9	45.3				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		13.0	7.0	25.0		19.0	9.0	23.0				
Max Q Clear Time (g_c+I1), s		3.8	2.2	2.0		12.4	3.6	2.0				
Green Ext Time (p_c), s		0.1	0.0	1.0		0.5	0.0	0.9				

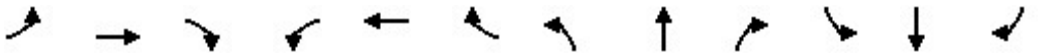
Intersection Summary	
HCM 6th Ctrl Delay	18.7
HCM 6th LOS	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	19	165	343	55	53	60
Future Volume (veh/h)	19	165	343	55	53	60
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	185	385	62	60	67
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	624	1502	1297	207	426	379
Arrive On Green	0.42	0.42	0.42	0.42	0.24	0.24
Sat Flow, veh/h	943	3647	3162	490	1781	1585
Grp Volume(v), veh/h	21	185	222	225	60	67
Grp Sat Flow(s),veh/h/ln	943	1777	1777	1782	1781	1585
Q Serve(g_s), s	0.4	0.8	1.9	2.0	0.6	0.8
Cycle Q Clear(g_c), s	2.3	0.8	1.9	2.0	0.6	0.8
Prop In Lane	1.00			0.28	1.00	1.00
Lane Grp Cap(c), veh/h	624	1502	751	753	426	379
V/C Ratio(X)	0.03	0.12	0.30	0.30	0.14	0.18
Avail Cap(c_a), veh/h	1102	3304	1652	1657	2259	2010
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	5.3	4.2	4.5	4.5	7.1	7.1
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.2	0.1	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	0.0	0.1	0.3	0.3	0.1	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.3	4.2	4.7	4.7	7.2	7.4
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h		206	447		127	
Approach Delay, s/veh		4.3	4.7		7.3	
Approach LOS		A	A		A	

Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			14.0		9.7	14.0
Change Period (Y+Rc), s			4.0		4.0	4.0
Max Green Setting (Gmax), s			22.0		30.0	22.0
Max Q Clear Time (g_c+I1), s			4.3		2.8	4.0
Green Ext Time (p_c), s			1.1		0.3	2.5

Intersection Summary	
HCM 6th Ctrl Delay	5.0
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	90	217	240	162	0	116	0	95	0	0	0
Future Volume (veh/h)	0	90	217	240	162	0	116	0	95	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	114	275	304	205	0	147	0	120	0	0	0
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	5	900	782	361	1981	0	223	0	182	0	5	0
Arrive On Green	0.00	0.25	0.25	0.20	0.56	0.00	0.24	0.00	0.24	0.00	0.00	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3647	0	929	0	758	0	1870	0
Grp Volume(v), veh/h	0	114	275	304	205	0	267	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	0	1687	0	0	0	1870	0
Q Serve(g_s), s	0.0	1.0	4.2	6.5	1.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	1.0	4.2	6.5	1.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.55		0.45	0.00		0.00
Lane Grp Cap(c), veh/h	5	900	782	361	1981	0	405	0	0	0	5	0
V/C Ratio(X)	0.00	0.13	0.35	0.84	0.10	0.00	0.66	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	226	1711	1143	361	1981	0	1368	0	0	0	474	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	11.4	6.1	15.1	4.1	0.0	13.5	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.3	16.3	0.0	0.0	1.8	0.0	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	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	1.4	3.4	0.1	0.0	1.9	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	11.4	6.4	31.4	4.1	0.0	15.4	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	B	A	C	A	A	B	A	A	A	A	A
Approach Vol, veh/h		389			509			267			0	
Approach Delay, s/veh		7.9			20.4			15.4			0.0	
Approach LOS		A			C			B				

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		13.5	12.0	14.0		0.0	0.0	26.0				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		32.0	8.0	19.0		10.0	5.0	22.0				
Max Q Clear Time (g_c+I1), s		7.6	8.5	6.2		0.0	0.0	3.1				
Green Ext Time (p_c), s		1.6	0.0	1.2		0.0	0.0	0.9				

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



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	54	29	30	357	212	86
Future Volume (veh/h)	54	29	30	357	212	86
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	62	33	34	410	244	99
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	262	233	731	761	761	645
Arrive On Green	0.15	0.15	0.41	0.41	0.41	0.41
Sat Flow, veh/h	1781	1585	1038	1870	1870	1585
Grp Volume(v), veh/h	62	33	34	410	244	99
Grp Sat Flow(s),veh/h/ln	1781	1585	1038	1870	1870	1585
Q Serve(g_s), s	0.6	0.3	0.4	3.0	1.6	0.7
Cycle Q Clear(g_c), s	0.6	0.3	2.0	3.0	1.6	0.7
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	262	233	731	761	761	645
V/C Ratio(X)	0.24	0.14	0.05	0.54	0.32	0.15
Avail Cap(c_a), veh/h	1787	1590	2275	3544	3544	3003
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	6.8	6.7	4.3	4.0	3.6	3.4
Incr Delay (d2), s/veh	0.5	0.3	0.0	0.6	0.2	0.1
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	0.1	0.0	0.1	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.2	6.9	4.3	4.6	3.9	3.5
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h	95			444	343	
Approach Delay, s/veh	7.1			4.6	3.8	
Approach LOS	A			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		11.3		6.6		11.3
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		34.0		18.0		34.0
Max Q Clear Time (g_c+I1), s		5.0		2.6		3.6
Green Ext Time (p_c), s		2.3		0.2		1.5

Intersection Summary	
HCM 6th Ctrl Delay	4.5
HCM 6th LOS	A

Intersection	
Intersection Delay, s/veh	14.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	53	31	9	27	10	61	319	29	17	245	17
Future Vol, veh/h	15	53	31	9	27	10	61	319	29	17	245	17
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	59	34	10	30	11	68	354	32	19	272	19
Number of Lanes	0	1	0	1	1	1	1	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	3	1
HCM Control Delay	11.4	9.8	15.1	14.5
HCM LOS	B	A	C	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	15%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	0%	54%	0%	100%	0%	0%	94%
Vol Right, %	0%	0%	100%	31%	0%	0%	100%	0%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	61	319	29	99	9	27	10	17	262
LT Vol	61	0	0	15	9	0	0	17	0
Through Vol	0	319	0	53	0	27	0	0	245
RT Vol	0	0	29	31	0	0	10	0	17
Lane Flow Rate	68	354	32	110	10	30	11	19	291
Geometry Grp	8	8	8	8	7	7	7	8	8
Degree of Util (X)	0.121	0.584	0.047	0.208	0.02	0.057	0.019	0.035	0.496
Departure Headway (Hd)	6.435	5.931	5.226	6.806	7.334	6.828	6.118	6.684	6.135
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	557	610	684	526	487	523	583	535	588
Service Time	4.175	3.671	2.965	4.564	5.094	4.586	3.876	4.429	3.88
HCM Lane V/C Ratio	0.122	0.58	0.047	0.209	0.021	0.057	0.019	0.036	0.495
HCM Control Delay	10.1	16.7	8.2	11.4	10.2	10	9	9.7	14.8
HCM Lane LOS	B	C	A	B	B	A	A	A	B
HCM 95th-tile Q	0.4	3.8	0.1	0.8	0.1	0.2	0.1	0.1	2.7

Intersection	
Intersection Delay, s/veh	15.3
Intersection LOS	C

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	209	4	10	338	278	127
Future Vol, veh/h	209	4	10	338	278	127
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	249	5	12	402	331	151
Number of Lanes	1	0	0	1	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	14.3	17.8	13.6
HCM LOS	B	C	B

Lane	NBLn1	EBLn1	SBLn1	SBLn2
Vol Left, %	3%	98%	0%	0%
Vol Thru, %	97%	0%	100%	0%
Vol Right, %	0%	2%	0%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	348	213	278	127
LT Vol	10	209	0	0
Through Vol	338	0	278	0
RT Vol	0	4	0	127
Lane Flow Rate	414	254	331	151
Geometry Grp	5	2	7	7
Degree of Util (X)	0.637	0.443	0.544	0.219
Departure Headway (Hd)	5.535	6.286	5.918	5.207
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	650	573	609	688
Service Time	3.577	4.334	3.662	2.951
HCM Lane V/C Ratio	0.637	0.443	0.544	0.219
HCM Control Delay	17.8	14.3	15.5	9.4
HCM Lane LOS	C	B	C	A
HCM 95th-tile Q	4.6	2.3	3.3	0.8



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	29	106	91	455	299	67
Future Volume (veh/h)	29	106	91	455	299	67
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	122	105	523	344	77
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	675	545	1243	1556	819	679
Arrive On Green	0.20	0.20	0.44	0.44	0.44	0.44
Sat Flow, veh/h	3456	2790	1874	3647	1870	1552
Grp Volume(v), veh/h	33	122	105	523	344	77
Grp Sat Flow(s),veh/h/ln	1728	1395	937	1777	1870	1552
Q Serve(g_s), s	0.2	0.8	0.9	2.1	2.8	0.6
Cycle Q Clear(g_c), s	0.2	0.8	3.7	2.1	2.8	0.6
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	675	545	1243	1556	819	679
V/C Ratio(X)	0.05	0.22	0.08	0.34	0.42	0.11
Avail Cap(c_a), veh/h	1585	1279	4031	6844	3602	2989
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	7.4	5.5	4.0	4.2	3.6
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.1	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.0	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.2	7.6	5.5	4.2	4.6	3.7
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h	155			628	421	
Approach Delay, s/veh	7.5			4.4	4.4	
Approach LOS	A			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		13.5		8.3		13.5
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		42.0		10.0		42.0
Max Q Clear Time (g_c+I1), s		5.7		2.8		4.8
Green Ext Time (p_c), s		3.9		0.3		2.0

Intersection Summary		
HCM 6th Ctrl Delay		4.8
HCM 6th LOS		A

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	28	68	53	3	70	0	41	3	5	6	6	43
Future Vol, veh/h	28	68	53	3	70	0	41	3	5	6	6	43
Conflicting Peds, #/hr	0	0	2	2	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	74	58	3	76	0	45	3	5	7	7	47

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	76	0	0	134	0	0	274	247	105	249	276	76
Stage 1	-	-	-	-	-	-	165	165	-	82	82	-
Stage 2	-	-	-	-	-	-	109	82	-	167	194	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1523	-	-	1451	-	-	678	655	949	705	632	985
Stage 1	-	-	-	-	-	-	837	762	-	926	827	-
Stage 2	-	-	-	-	-	-	896	827	-	835	740	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1523	-	-	1448	-	-	629	639	947	686	616	985
Mov Cap-2 Maneuver	-	-	-	-	-	-	629	639	-	686	616	-
Stage 1	-	-	-	-	-	-	818	744	-	907	825	-
Stage 2	-	-	-	-	-	-	845	825	-	809	723	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.4	0.3	11	9.4
HCM LOS			B	A

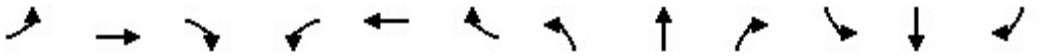
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	652	1523	-	-	1448	-	-	885
HCM Lane V/C Ratio	0.082	0.02	-	-	0.002	-	-	0.068
HCM Control Delay (s)	11	7.4	0	-	7.5	0	-	9.4
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-	-	0.2



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	146	189	38	108	78	8
Future Volume (veh/h)	146	189	38	108	78	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	166	215	43	123	89	9
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	507	656	96	1476	197	176
Arrive On Green	1.00	1.00	0.05	0.79	0.11	0.11
Sat Flow, veh/h	739	958	1781	1870	1781	1585
Grp Volume(v), veh/h	0	381	43	123	89	9
Grp Sat Flow(s),veh/h/ln	0	1697	1781	1870	1781	1585
Q Serve(g_s), s	0.0	0.0	1.9	1.2	3.7	0.4
Cycle Q Clear(g_c), s	0.0	0.0	1.9	1.2	3.7	0.4
Prop In Lane		0.56	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	1163	96	1476	197	176
V/C Ratio(X)	0.00	0.33	0.45	0.08	0.45	0.05
Avail Cap(c_a), veh/h	0	1163	245	1476	334	297
HCM Platoon Ratio	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.97	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	36.7	1.9	33.3	31.8
Incr Delay (d2), s/veh	0.0	0.7	3.3	0.1	1.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.9	0.2	1.7	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.7	39.9	2.0	34.9	31.9
LnGrp LOS	A	A	D	A	C	C
Approach Vol, veh/h	381			166	98	
Approach Delay, s/veh	0.7			11.8	34.6	
Approach LOS	A			B	C	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		12.9	8.3	58.8		67.1
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s		15.0	11.0	42.0		57.0
Max Q Clear Time (g_c+I1), s		5.7	3.9	2.0		3.2
Green Ext Time (p_c), s		0.1	0.0	2.4		0.6

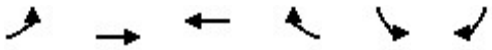
Intersection Summary	
HCM 6th Ctrl Delay	8.7
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	280	26	7	166	13	25	2	19	35	25	82
Future Volume (veh/h)	68	280	26	7	166	13	25	2	19	35	25	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	74	304	28	8	180	14	27	2	21	38	27	89
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	126	980	90	25	899	70	77	6	60	128	91	192
Arrive On Green	0.14	1.00	1.00	0.03	1.00	1.00	0.08	0.08	0.08	0.12	0.12	0.12
Sat Flow, veh/h	1781	1687	155	1781	1713	133	916	68	712	1062	755	1585
Grp Volume(v), veh/h	74	0	332	8	0	194	50	0	0	65	0	89
Grp Sat Flow(s),veh/h/ln	1781	0	1842	1781	0	1846	1696	0	0	1817	0	1585
Q Serve(g_s), s	3.1	0.0	0.0	0.4	0.0	0.0	2.2	0.0	0.0	2.6	0.0	4.2
Cycle Q Clear(g_c), s	3.1	0.0	0.0	0.4	0.0	0.0	2.2	0.0	0.0	2.6	0.0	4.2
Prop In Lane	1.00		0.08	1.00		0.07	0.54		0.42	0.58		1.00
Lane Grp Cap(c), veh/h	126	0	1070	25	0	969	142	0	0	220	0	192
V/C Ratio(X)	0.59	0.00	0.31	0.32	0.00	0.20	0.35	0.00	0.00	0.30	0.00	0.46
Avail Cap(c_a), veh/h	200	0	1070	156	0	969	382	0	0	227	0	198
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.00	0.98	0.99	0.00	0.99	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.3	0.0	0.0	38.5	0.0	0.0	34.6	0.0	0.0	32.1	0.0	32.8
Incr Delay (d2), s/veh	4.2	0.0	0.7	6.8	0.0	0.5	1.5	0.0	0.0	0.7	0.0	1.7
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	0.0	0.2	0.2	0.0	0.1	0.9	0.0	0.0	1.2	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.5	0.0	0.7	45.3	0.0	0.5	36.1	0.0	0.0	32.8	0.0	34.5
LnGrp LOS	D	A	A	D	A	A	D	A	A	C	A	C
Approach Vol, veh/h		406			202			50			154	
Approach Delay, s/veh		7.4			2.2			36.1			33.8	
Approach LOS		A			A			D			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		10.7	5.1	50.5		13.7	9.6	46.0				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		18.0	7.0	29.0		10.0	9.0	27.0				
Max Q Clear Time (g_c+I1), s		4.2	2.4	2.0		6.2	5.1	2.0				
Green Ext Time (p_c), s		0.1	0.0	2.1		0.2	0.0	0.9				

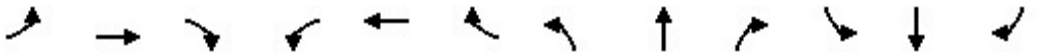
Intersection Summary	
HCM 6th Ctrl Delay	12.9
HCM 6th LOS	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	51	291	173	97	87	58
Future Volume (veh/h)	51	291	173	97	87	58
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	59	334	199	111	100	67
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	655	1431	901	481	491	437
Arrive On Green	0.40	0.40	0.40	0.40	0.28	0.28
Sat Flow, veh/h	1069	3647	2331	1195	1781	1585
Grp Volume(v), veh/h	59	334	156	154	100	67
Grp Sat Flow(s),veh/h/ln	1069	1777	1777	1655	1781	1585
Q Serve(g_s), s	1.0	1.5	1.4	1.5	1.1	0.8
Cycle Q Clear(g_c), s	2.5	1.5	1.4	1.5	1.1	0.8
Prop In Lane	1.00			0.72	1.00	1.00
Lane Grp Cap(c), veh/h	655	1431	715	666	491	437
V/C Ratio(X)	0.09	0.23	0.22	0.23	0.20	0.15
Avail Cap(c_a), veh/h	1128	3004	1502	1399	2223	1978
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	5.7	4.9	4.9	4.9	6.9	6.8
Incr Delay (d2), s/veh	0.1	0.1	0.2	0.2	0.2	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	0.1	0.2	0.2	0.2	0.2	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.8	5.0	5.0	5.1	7.1	7.0
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h		393	310		167	
Approach Delay, s/veh		5.1	5.0		7.1	
Approach LOS		A	A		A	

Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			14.0		10.8	14.0
Change Period (Y+Rc), s			4.0		4.0	4.0
Max Green Setting (Gmax), s			21.0		31.0	21.0
Max Q Clear Time (g_c+I1), s			4.5		3.1	3.5
Green Ext Time (p_c), s			2.2		0.5	1.7

Intersection Summary		
HCM 6th Ctrl Delay	5.5	
HCM 6th LOS	A	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	189	129	88	144	0	114	0	155	0	0	0
Future Volume (veh/h)	0	189	129	88	144	0	114	0	155	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	228	155	106	173	0	137	0	187	0	0	0
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	5	1018	894	164	1752	0	195	0	267	0	5	0
Arrive On Green	0.00	0.29	0.29	0.09	0.49	0.00	0.28	0.00	0.28	0.00	0.00	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3647	0	703	0	960	0	1870	0
Grp Volume(v), veh/h	0	228	155	106	173	0	324	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	0	1662	0	0	0	1870	0
Q Serve(g_s), s	0.0	1.7	1.6	2.0	0.9	0.0	6.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	1.7	1.6	2.0	0.9	0.0	6.1	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.42		0.58	0.00		0.00
Lane Grp Cap(c), veh/h	5	1018	894	164	1752	0	462	0	0	0	5	0
V/C Ratio(X)	0.00	0.22	0.17	0.65	0.10	0.00	0.70	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	255	1934	1303	408	2239	0	1524	0	0	0	536	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	9.5	3.7	15.3	4.7	0.0	11.3	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.1	4.2	0.0	0.0	1.9	0.0	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	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.4	0.5	0.7	0.1	0.0	1.8	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	9.6	3.8	19.5	4.7	0.0	13.3	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	B	A	A	A	A	A
Approach Vol, veh/h		383			279			324			0	
Approach Delay, s/veh		7.2			10.4			13.3			0.0	
Approach LOS		A			B			B				

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		13.7	7.2	14.0		0.0	0.0	21.2				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		32.0	8.0	19.0		10.0	5.0	22.0				
Max Q Clear Time (g_c+I1), s		8.1	4.0	3.7		0.0	0.0	2.9				
Green Ext Time (p_c), s		2.0	0.1	1.5		0.0	0.0	0.8				

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



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	112	39	27	283	487	118
Future Volume (veh/h)	112	39	27	283	487	118
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	120	42	29	304	524	127
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	352	313	501	841	841	713
Arrive On Green	0.20	0.20	0.45	0.45	0.45	0.45
Sat Flow, veh/h	1781	1585	781	1870	1870	1585
Grp Volume(v), veh/h	120	42	29	304	524	127
Grp Sat Flow(s),veh/h/ln	1781	1585	781	1870	1870	1585
Q Serve(g_s), s	1.3	0.5	0.7	2.4	4.9	1.1
Cycle Q Clear(g_c), s	1.3	0.5	5.5	2.4	4.9	1.1
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	352	313	501	841	841	713
V/C Ratio(X)	0.34	0.13	0.06	0.36	0.62	0.18
Avail Cap(c_a), veh/h	1415	1259	1322	2806	2806	2378
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	7.8	7.5	6.9	4.1	4.8	3.7
Incr Delay (d2), s/veh	0.6	0.2	0.0	0.3	0.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.1	0.0	0.1	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.4	7.7	6.9	4.4	5.5	3.9
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h	162			333	651	
Approach Delay, s/veh	8.2			4.6	5.2	
Approach LOS	A			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		14.2		8.5		14.2
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		34.0		18.0		34.0
Max Q Clear Time (g_c+I1), s		7.5		3.3		6.9
Green Ext Time (p_c), s		1.7		0.4		3.3

Intersection Summary	
HCM 6th Ctrl Delay	5.4
HCM 6th LOS	A

Intersection	
Intersection Delay, s/veh	37.3
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	39	82	48	52	36	55	309	38	19	475	8
Future Vol, veh/h	15	39	82	48	52	36	55	309	38	19	475	8
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	41	87	51	55	38	59	329	40	20	505	9
Number of Lanes	0	1	0	1	1	1	1	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	3	1
HCM Control Delay	14.5	11.7	21.1	63.5
HCM LOS	B	B	C	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	11%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	0%	29%	0%	100%	0%	0%	98%
Vol Right, %	0%	0%	100%	60%	0%	0%	100%	0%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	55	309	38	136	48	52	36	19	483
LT Vol	55	0	0	15	48	0	0	19	0
Through Vol	0	309	0	39	0	52	0	0	475
RT Vol	0	0	38	82	0	0	36	0	8
Lane Flow Rate	59	329	40	145	51	55	38	20	514
Geometry Grp	8	8	8	8	7	7	7	8	8
Degree of Util (X)	0.128	0.673	0.075	0.32	0.121	0.123	0.077	0.042	0.998
Departure Headway (Hd)	7.878	7.368	6.653	7.959	8.5	7.986	7.266	7.509	6.989
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	454	490	536	450	421	448	491	476	519
Service Time	5.643	5.132	4.417	5.734	6.273	5.758	5.038	5.267	4.747
HCM Lane V/C Ratio	0.13	0.671	0.075	0.322	0.121	0.123	0.077	0.042	0.99
HCM Control Delay	11.8	24.1	10	14.5	12.4	11.9	10.6	10.6	65.6
HCM Lane LOS	B	C	A	B	B	B	B	B	F
HCM 95th-tile Q	0.4	4.9	0.2	1.4	0.4	0.4	0.2	0.1	13.8

Intersection	
Intersection Delay, s/veh	27.9
Intersection LOS	D

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	206	3	11	370	502	295
Future Vol, veh/h	206	3	11	370	502	295
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	231	3	12	416	564	331
Number of Lanes	1	0	0	1	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	15.4	21.4	34.2
HCM LOS	C	C	D

Lane	NBLn1	EBLn1	SBLn1	SBLn2
Vol Left, %	3%	99%	0%	0%
Vol Thru, %	97%	0%	100%	0%
Vol Right, %	0%	1%	0%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	381	209	502	295
LT Vol	11	206	0	0
Through Vol	370	0	502	0
RT Vol	0	3	0	295
Lane Flow Rate	428	235	564	331
Geometry Grp	5	2	7	7
Degree of Util (X)	0.698	0.448	0.936	0.485
Departure Headway (Hd)	5.87	6.862	5.977	5.266
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	616	524	604	683
Service Time	3.918	4.912	3.727	3.015
HCM Lane V/C Ratio	0.695	0.448	0.934	0.485
HCM Control Delay	21.4	15.4	46.7	12.9
HCM Lane LOS	C	C	E	B
HCM 95th-tile Q	5.6	2.3	12.3	2.7



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	49	163	111	463	637	99
Future Volume (veh/h)	49	163	111	463	637	99
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	53	175	119	498	685	106
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	679	548	839	1922	1012	857
Arrive On Green	0.20	0.20	0.54	0.54	0.54	0.54
Sat Flow, veh/h	3456	2790	1330	3647	1870	1585
Grp Volume(v), veh/h	53	175	119	498	685	106
Grp Sat Flow(s),veh/h/ln	1728	1395	665	1777	1870	1585
Q Serve(g_s), s	0.4	1.6	2.2	2.3	8.1	1.0
Cycle Q Clear(g_c), s	0.4	1.6	10.2	2.3	8.1	1.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	679	548	839	1922	1012	857
V/C Ratio(X)	0.08	0.32	0.14	0.26	0.68	0.12
Avail Cap(c_a), veh/h	1021	824	1997	5017	2640	2238
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	10.0	10.5	8.8	3.7	5.1	3.4
Incr Delay (d2), s/veh	0.0	0.3	0.1	0.1	0.8	0.1
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	0.4	0.1	0.0	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.0	10.8	8.9	3.8	5.9	3.5
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	228			617	791	
Approach Delay, s/veh	10.6			4.8	5.5	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		20.5		10.0		20.5
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		43.0		9.0		43.0
Max Q Clear Time (g_c+I1), s		12.2		3.6		10.1
Green Ext Time (p_c), s		4.2		0.4		4.7

Intersection Summary		
HCM 6th Ctrl Delay		6.0
HCM 6th LOS		A

APPENDIX A -

SCOPING AGREEMENT

APPENDIX B -

VOLUME DEVELOPMENT

APPENDIX C -

EXISTING CONDITIONS PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS

APPENDIX D -

OPENING YEAR (2027) PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS

APPENDIX E -

OPENING YEAR (2027) PLUS PROJECT PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS

APPENDIX F -

OPENING YEAR (2030) BASELINE PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS

APPENDIX G -

OPENING YEAR (2030) PLUS PROJECT PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS

APPENDIX H -

OPENING YEAR (2033) BASELINE PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS

APPENDIX I -

OPENING YEAR (2033) PLUS PROJECT PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS

APPENDIX J -

BUILDOUT (2045) BASELINE PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS

APPENDIX K -

BUILDOUT (2045) PLUS PROJECT PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS

APPENDIX L -

INTERSECTION QUEUE ANALYSIS WORKSHEETS

APPENDIX M -

RECOMMENDED IMPROVEMENTS PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS

APPENDIX N -

SIGNAL WARRANT ANALYSIS WORKSHEETS

APPENDIX O -

VEHICLE MILES TRAVELED

APPENDIX D -

OPENING YEAR (2027) PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS

Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	118	25	28	0	79	0	41	24	2	25	0	81
Future Vol, veh/h	118	25	28	0	79	0	41	24	2	25	0	81
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	128	27	30	0	86	0	45	26	2	27	0	88

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	86	0	0	57	0	0	428	384	42	398	399	86
Stage 1	-	-	-	-	-	-	298	298	-	86	86	-
Stage 2	-	-	-	-	-	-	130	86	-	312	313	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1510	-	-	1547	-	-	537	550	1029	562	539	973
Stage 1	-	-	-	-	-	-	711	667	-	922	824	-
Stage 2	-	-	-	-	-	-	874	824	-	699	657	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1510	-	-	1547	-	-	455	502	1029	502	492	973
Mov Cap-2 Maneuver	-	-	-	-	-	-	455	502	-	502	492	-
Stage 1	-	-	-	-	-	-	648	608	-	841	824	-
Stage 2	-	-	-	-	-	-	795	824	-	609	599	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	5.2	0	13.9	10.3
HCM LOS			B	B

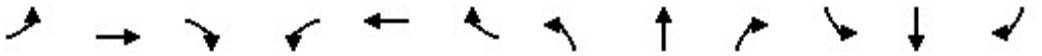
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	479	1510	-	-	1547	-	-	797
HCM Lane V/C Ratio	0.152	0.085	-	-	-	-	-	0.145
HCM Control Delay (s)	13.9	7.6	0	-	0	-	-	10.3
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.5	0.3	-	-	0	-	-	0.5



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	137	131	48	149	107	10
Future Volume (veh/h)	137	131	48	149	107	10
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	144	138	51	157	113	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	591	567	106	1464	209	186
Arrive On Green	1.00	1.00	0.06	0.78	0.12	0.12
Sat Flow, veh/h	878	841	1781	1870	1781	1585
Grp Volume(v), veh/h	0	282	51	157	113	11
Grp Sat Flow(s),veh/h/ln	0	1719	1781	1870	1781	1585
Q Serve(g_s), s	0.0	0.0	2.2	1.6	4.8	0.5
Cycle Q Clear(g_c), s	0.0	0.0	2.2	1.6	4.8	0.5
Prop In Lane		0.49	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	1158	106	1464	209	186
V/C Ratio(X)	0.00	0.24	0.48	0.11	0.54	0.06
Avail Cap(c_a), veh/h	0	1158	245	1464	401	357
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.98	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	36.4	2.1	33.3	31.4
Incr Delay (d2), s/veh	0.0	0.5	3.4	0.1	2.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	1.0	0.3	2.1	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.5	39.8	2.2	35.5	31.5
LnGrp LOS	A	A	D	A	D	C
Approach Vol, veh/h	282			208	124	
Approach Delay, s/veh	0.5			11.4	35.1	
Approach LOS	A			B	D	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		13.4	8.7	57.9		66.6
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s		18.0	11.0	39.0		54.0
Max Q Clear Time (g_c+I1), s		6.8	4.2	2.0		3.6
Green Ext Time (p_c), s		0.2	0.0	1.7		0.8

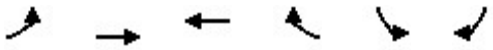
Intersection Summary	
HCM 6th Ctrl Delay	11.2
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	229	13	5	241	17	24	0	19	30	10	224
Future Volume (veh/h)	36	229	13	5	241	17	24	0	19	30	10	224
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	241	14	5	254	18	25	0	20	32	11	236
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	89	941	55	16	857	61	74	0	59	234	80	276
Arrive On Green	0.10	1.00	1.00	0.02	0.99	0.99	0.08	0.00	0.08	0.17	0.17	0.17
Sat Flow, veh/h	1781	1750	102	1781	1726	122	938	0	750	1342	461	1585
Grp Volume(v), veh/h	38	0	255	5	0	272	45	0	0	43	0	236
Grp Sat Flow(s),veh/h/ln	1781	0	1852	1781	0	1848	1688	0	0	1803	0	1585
Q Serve(g_s), s	1.6	0.0	0.0	0.2	0.0	0.1	2.0	0.0	0.0	1.6	0.0	11.6
Cycle Q Clear(g_c), s	1.6	0.0	0.0	0.2	0.0	0.1	2.0	0.0	0.0	1.6	0.0	11.6
Prop In Lane	1.00		0.05	1.00		0.07	0.56		0.44	0.74		1.00
Lane Grp Cap(c), veh/h	89	0	995	16	0	918	133	0	0	314	0	276
V/C Ratio(X)	0.43	0.00	0.26	0.31	0.00	0.30	0.34	0.00	0.00	0.14	0.00	0.85
Avail Cap(c_a), veh/h	178	0	995	156	0	918	253	0	0	406	0	357
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.00	0.99	0.98	0.00	0.98	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.9	0.0	0.0	39.0	0.0	0.1	34.9	0.0	0.0	27.9	0.0	32.0
Incr Delay (d2), s/veh	3.2	0.0	0.6	9.9	0.0	0.8	1.5	0.0	0.0	0.2	0.0	14.7
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	0.7	0.0	0.2	0.1	0.0	0.2	0.8	0.0	0.0	0.7	0.0	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.1	0.0	0.6	48.9	0.0	0.9	36.3	0.0	0.0	28.1	0.0	46.7
LnGrp LOS	D	A	A	D	A	A	D	A	A	C	A	D
Approach Vol, veh/h		293			277			45			279	
Approach Delay, s/veh		5.5			1.8			36.3			43.8	
Approach LOS		A			A			D			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		10.3	4.7	47.0		17.9	8.0	43.7				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		12.0	7.0	27.0		18.0	8.0	26.0				
Max Q Clear Time (g_c+I1), s		4.0	2.2	2.0		13.6	3.6	2.1				
Green Ext Time (p_c), s		0.1	0.0	1.5		0.4	0.0	1.4				

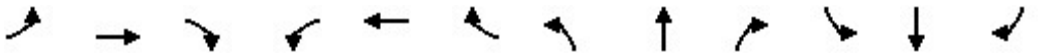
Intersection Summary	
HCM 6th Ctrl Delay	17.9
HCM 6th LOS	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	26	197	411	71	66	81
Future Volume (veh/h)	26	197	411	71	66	81
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	29	221	462	80	74	91
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	63	1777	971	167	434	386
Arrive On Green	0.04	0.50	0.32	0.32	0.24	0.24
Sat Flow, veh/h	1781	3647	3125	522	1781	1585
Grp Volume(v), veh/h	29	221	270	272	74	91
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1776	1781	1585
Q Serve(g_s), s	0.5	1.0	3.8	3.8	1.0	1.4
Cycle Q Clear(g_c), s	0.5	1.0	3.8	3.8	1.0	1.4
Prop In Lane	1.00			0.29	1.00	1.00
Lane Grp Cap(c), veh/h	63	1777	569	569	434	386
V/C Ratio(X)	0.46	0.12	0.47	0.48	0.17	0.24
Avail Cap(c_a), veh/h	302	3278	1081	1081	1609	1432
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	14.8	4.2	8.5	8.5	9.3	9.5
Incr Delay (d2), s/veh	5.1	0.0	0.6	0.6	0.2	0.3
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	0.2	1.1	1.1	0.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.8	4.2	9.1	9.1	9.5	9.8
LnGrp LOS	B	A	A	A	A	A
Approach Vol, veh/h		250	542		165	
Approach Delay, s/veh		6.0	9.1		9.7	
Approach LOS		A	A		A	

Timer - Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				19.6		11.6	5.6	14.0
Change Period (Y+Rc), s				4.0		4.0	4.5	4.0
Max Green Setting (Gmax), s				28.8		28.2	5.3	19.0
Max Q Clear Time (g_c+I1), s				3.0		3.4	2.5	5.8
Green Ext Time (p_c), s				1.4		0.5	0.0	2.7

Intersection Summary	
HCM 6th Ctrl Delay	8.4
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	91	227	331	163	0	124	0	135	0	0	0
Future Volume (veh/h)	0	91	227	331	163	0	124	0	135	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	115	287	419	206	0	157	0	171	0	0	0
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	4	747	746	493	2030	0	209	0	227	0	4	0
Arrive On Green	0.00	0.21	0.21	0.28	0.57	0.00	0.26	0.00	0.26	0.00	0.00	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3647	0	801	0	872	0	1870	0
Grp Volume(v), veh/h	0	115	287	419	206	0	328	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	0	1673	0	0	0	1870	0
Q Serve(g_s), s	0.0	1.3	5.6	10.6	1.3	0.0	8.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	1.3	5.6	10.6	1.3	0.0	8.6	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.48		0.52	0.00		0.00
Lane Grp Cap(c), veh/h	4	747	746	493	2030	0	436	0	0	0	4	0
V/C Ratio(X)	0.00	0.15	0.38	0.85	0.10	0.00	0.75	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	262	1419	1046	674	2241	0	1126	0	0	0	393	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	15.3	8.1	16.3	4.6	0.0	16.2	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.3	7.5	0.0	0.0	2.6	0.0	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	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.4	2.3	4.1	0.2	0.0	3.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.4	8.5	23.8	4.7	0.0	18.8	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	B	A	C	A	A	B	A	A	A	A	A
Approach Vol, veh/h		402			625			328			0	
Approach Delay, s/veh		10.4			17.5			18.8			0.0	
Approach LOS		B			B			B				

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		16.4	17.2	14.0		0.0	0.0	31.2				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		32.0	18.0	19.0		10.0	7.0	30.0				
Max Q Clear Time (g_c+I1), s		10.6	12.6	7.6		0.0	0.0	3.3				
Green Ext Time (p_c), s		2.0	0.6	1.2		0.0	0.0	1.1				

Intersection Summary												
HCM 6th Ctrl Delay			15.7									
HCM 6th LOS			B									



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	72	36	37	536	321	115
Future Volume (veh/h)	72	36	37	536	321	115
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	83	41	43	616	369	132
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	281	250	91	1013	602	510
Arrive On Green	0.16	0.16	0.05	0.54	0.32	0.32
Sat Flow, veh/h	1781	1585	1781	1870	1870	1585
Grp Volume(v), veh/h	83	41	43	616	369	132
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	1870	1585
Q Serve(g_s), s	1.1	0.6	0.6	6.0	4.4	1.6
Cycle Q Clear(g_c), s	1.1	0.6	0.6	6.0	4.4	1.6
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	281	250	91	1013	602	510
V/C Ratio(X)	0.30	0.16	0.47	0.61	0.61	0.26
Avail Cap(c_a), veh/h	1070	952	435	2528	1755	1488
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	9.9	9.7	12.3	4.2	7.6	6.7
Incr Delay (d2), s/veh	0.6	0.3	3.8	0.6	1.0	0.3
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	0.0	0.2	0.2	0.6	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.5	10.0	16.0	4.8	8.7	6.9
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	124			659	501	
Approach Delay, s/veh	10.3			5.5	8.2	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		18.4		8.2	5.9	12.6
Change Period (Y+Rc), s		4.0		4.0	4.5	4.0
Max Green Setting (Gmax), s		36.0		16.0	6.5	25.0
Max Q Clear Time (g_c+I1), s		8.0		3.1	2.6	6.4
Green Ext Time (p_c), s		3.6		0.2	0.0	2.1

Intersection Summary	
HCM 6th Ctrl Delay	7.0
HCM 6th LOS	A

Intersection	
Intersection Delay, s/veh	85.5
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	131	27	13	75	38	72	514	50	71	366	48
Future Vol, veh/h	35	131	27	13	75	38	72	514	50	71	366	48
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	146	30	14	83	42	80	571	56	79	407	53
Number of Lanes	0	1	0	1	1	1	1	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	3	1
HCM Control Delay	22.4	13.7	133.8	65.9
HCM LOS	C	B	F	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	18%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	0%	68%	0%	100%	0%	0%	88%
Vol Right, %	0%	0%	100%	14%	0%	0%	100%	0%	12%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	72	514	50	193	13	75	38	71	414
LT Vol	72	0	0	35	13	0	0	71	0
Through Vol	0	514	0	131	0	75	0	0	366
RT Vol	0	0	50	27	0	0	38	0	48
Lane Flow Rate	80	571	56	214	14	83	42	79	460
Geometry Grp	8	8	8	8	7	7	7	8	8
Degree of Util (X)	0.189	1.27	0.112	0.531	0.037	0.204	0.095	0.186	1.009
Departure Headway (Hd)	8.517	8.003	7.284	9.49	9.92	9.396	8.663	8.979	8.381
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	422	457	492	382	363	384	416	402	437
Service Time	6.265	5.751	5.031	7.19	7.62	7.096	6.363	6.679	6.081
HCM Lane V/C Ratio	0.19	1.249	0.114	0.56	0.039	0.216	0.101	0.197	1.053
HCM Control Delay	13.3	162.6	11	22.4	13	14.5	12.3	13.7	74.8
HCM Lane LOS	B	F	B	C	B	B	B	B	F
HCM 95th-tile Q	0.7	24	0.4	3	0.1	0.8	0.3	0.7	13

Intersection	
Intersection Delay, s/veh	60.3
Intersection LOS	F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	201	13	28	521	468	120
Future Vol, veh/h	201	13	28	521	468	120
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	239	15	33	620	557	143
Number of Lanes	1	0	0	1	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	17.8	89.5	48.5
HCM LOS	C	F	E

Lane	NBLn1	EBLn1	SBLn1	SBLn2
Vol Left, %	5%	94%	0%	0%
Vol Thru, %	95%	0%	100%	0%
Vol Right, %	0%	6%	0%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	549	214	468	120
LT Vol	28	201	0	0
Through Vol	521	0	468	0
RT Vol	0	13	0	120
Lane Flow Rate	654	255	557	143
Geometry Grp	5	2	7	7
Degree of Util (X)	1.096	0.505	0.979	0.223
Departure Headway (Hd)	6.036	7.421	6.53	5.814
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	601	489	557	621
Service Time	4.078	5.421	4.23	3.514
HCM Lane V/C Ratio	1.088	0.521	1	0.23
HCM Control Delay	89.5	17.8	58.3	10.2
HCM Lane LOS	F	C	F	B
HCM 95th-tile Q	19.6	2.8	13.5	0.8



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	19	137	127	561	398	52
Future Volume (veh/h)	19	137	127	561	398	52
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	157	146	645	457	60
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	673	543	1130	1776	935	776
Arrive On Green	0.19	0.19	0.50	0.50	0.50	0.50
Sat Flow, veh/h	3456	2790	1715	3647	1870	1552
Grp Volume(v), veh/h	22	157	146	645	457	60
Grp Sat Flow(s),veh/h/ln	1728	1395	858	1777	1870	1552
Q Serve(g_s), s	0.1	1.3	1.6	2.9	4.2	0.5
Cycle Q Clear(g_c), s	0.1	1.3	5.8	2.9	4.2	0.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	673	543	1130	1776	935	776
V/C Ratio(X)	0.03	0.29	0.13	0.36	0.49	0.08
Avail Cap(c_a), veh/h	1320	1066	3025	5703	3001	2491
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	8.5	9.0	6.3	4.0	4.3	3.4
Incr Delay (d2), s/veh	0.0	0.3	0.1	0.1	0.4	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	0.0	0.2	0.1	0.0	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.6	9.3	6.3	4.1	4.7	3.4
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h	179			791	517	
Approach Delay, s/veh	9.2			4.5	4.6	
Approach LOS	A			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		17.1		9.1		17.1
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		42.0		10.0		42.0
Max Q Clear Time (g_c+I1), s		7.8		3.3		6.2
Green Ext Time (p_c), s		5.2		0.3		2.7

Intersection Summary	
HCM 6th Ctrl Delay	5.1
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	7.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	94	50	41	7	67	0	29	22	8	34	36	111
Future Vol, veh/h	94	50	41	7	67	0	29	22	8	34	36	111
Conflicting Peds, #/hr	0	0	2	2	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	102	54	45	8	73	0	32	24	9	37	39	121

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	73	0	0	101	0	0	452	372	79	386	394	73
Stage 1	-	-	-	-	-	-	283	283	-	89	89	-
Stage 2	-	-	-	-	-	-	169	89	-	297	305	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1527	-	-	1491	-	-	518	558	981	573	542	989
Stage 1	-	-	-	-	-	-	724	677	-	918	821	-
Stage 2	-	-	-	-	-	-	833	821	-	712	662	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1527	-	-	1488	-	-	402	514	979	516	500	989
Mov Cap-2 Maneuver	-	-	-	-	-	-	402	514	-	516	500	-
Stage 1	-	-	-	-	-	-	671	628	-	853	816	-
Stage 2	-	-	-	-	-	-	692	816	-	631	614	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.8	0.7	13.7	11.8
HCM LOS			B	B

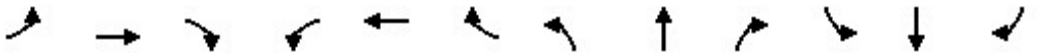
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	479	1527	-	-	1488	-	-	724
HCM Lane V/C Ratio	0.134	0.067	-	-	0.005	-	-	0.272
HCM Control Delay (s)	13.7	7.5	0	-	7.4	0	-	11.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.5	0.2	-	-	0	-	-	1.1



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	196	215	49	144	88	10
Future Volume (veh/h)	196	215	49	144	88	10
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	223	244	56	164	100	11
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	549	601	111	1469	204	181
Arrive On Green	1.00	1.00	0.06	0.79	0.11	0.11
Sat Flow, veh/h	816	893	1781	1870	1781	1585
Grp Volume(v), veh/h	0	467	56	164	100	11
Grp Sat Flow(s),veh/h/ln	0	1709	1781	1870	1781	1585
Q Serve(g_s), s	0.0	0.0	2.4	1.6	4.2	0.5
Cycle Q Clear(g_c), s	0.0	0.0	2.4	1.6	4.2	0.5
Prop In Lane		0.52	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	1151	111	1469	204	181
V/C Ratio(X)	0.00	0.41	0.50	0.11	0.49	0.06
Avail Cap(c_a), veh/h	0	1151	200	1469	312	277
HCM Platoon Ratio	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.95	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	36.3	2.0	33.2	31.6
Incr Delay (d2), s/veh	0.0	1.0	3.5	0.2	1.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	1.1	0.3	1.9	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	1.0	39.8	2.2	35.1	31.7
LnGrp LOS	A	A	D	A	D	C
Approach Vol, veh/h	467			220	111	
Approach Delay, s/veh	1.0			11.8	34.7	
Approach LOS	A			B	C	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		13.2	9.0	57.9		66.8
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s		14.0	9.0	45.0		58.0
Max Q Clear Time (g_c+I1), s		6.2	4.4	2.0		3.6
Green Ext Time (p_c), s		0.1	0.0	3.1		0.9

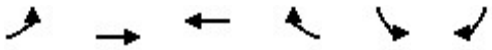
Intersection Summary	
HCM 6th Ctrl Delay	8.7
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	355	27	8	212	15	26	2	20	40	24	92
Future Volume (veh/h)	74	355	27	8	212	15	26	2	20	40	24	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	80	386	29	9	230	16	28	2	22	43	26	100
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	130	990	74	28	898	62	78	6	61	138	83	193
Arrive On Green	0.15	1.00	1.00	0.03	1.00	1.00	0.09	0.09	0.09	0.12	0.12	0.12
Sat Flow, veh/h	1781	1718	129	1781	1728	120	913	65	717	1130	683	1585
Grp Volume(v), veh/h	80	0	415	9	0	246	52	0	0	69	0	100
Grp Sat Flow(s),veh/h/ln	1781	0	1847	1781	0	1849	1696	0	0	1814	0	1585
Q Serve(g_s), s	3.4	0.0	0.0	0.4	0.0	0.0	2.3	0.0	0.0	2.8	0.0	4.7
Cycle Q Clear(g_c), s	3.4	0.0	0.0	0.4	0.0	0.0	2.3	0.0	0.0	2.8	0.0	4.7
Prop In Lane	1.00		0.07	1.00		0.07	0.54		0.42	0.62		1.00
Lane Grp Cap(c), veh/h	130	0	1065	28	0	961	145	0	0	221	0	193
V/C Ratio(X)	0.62	0.00	0.39	0.32	0.00	0.26	0.36	0.00	0.00	0.31	0.00	0.52
Avail Cap(c_a), veh/h	200	0	1065	156	0	961	382	0	0	227	0	198
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.00	0.97	0.98	0.00	0.98	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.1	0.0	0.0	38.3	0.0	0.0	34.5	0.0	0.0	32.0	0.0	32.9
Incr Delay (d2), s/veh	4.6	0.0	1.0	6.2	0.0	0.6	1.5	0.0	0.0	0.8	0.0	2.2
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	1.5	0.0	0.3	0.2	0.0	0.2	1.0	0.0	0.0	1.2	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.7	0.0	1.0	44.5	0.0	0.6	36.0	0.0	0.0	32.8	0.0	35.1
LnGrp LOS	D	A	A	D	A	A	D	A	A	C	A	D
Approach Vol, veh/h		495			255			52			169	
Approach Delay, s/veh		7.0			2.2			36.0			34.2	
Approach LOS		A			A			D			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		10.9	5.3	50.1		13.8	9.8	45.6				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		18.0	7.0	29.0		10.0	9.0	27.0				
Max Q Clear Time (g_c+I1), s		4.3	2.4	2.0		6.7	5.4	2.0				
Green Ext Time (p_c), s		0.1	0.0	2.7		0.2	0.0	1.2				

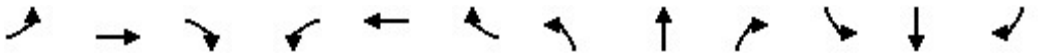
Intersection Summary												
HCM 6th Ctrl Delay			12.0									
HCM 6th LOS			B									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	73	341	200	121	108	81
Future Volume (veh/h)	73	341	200	121	108	81
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	84	392	230	139	124	93
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	144	1804	637	370	457	407
Arrive On Green	0.08	0.51	0.29	0.29	0.26	0.26
Sat Flow, veh/h	1781	3647	2257	1257	1781	1585
Grp Volume(v), veh/h	84	392	187	182	124	93
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1644	1781	1585
Q Serve(g_s), s	1.5	2.1	2.8	3.0	1.9	1.6
Cycle Q Clear(g_c), s	1.5	2.1	2.8	3.0	1.9	1.6
Prop In Lane	1.00			0.76	1.00	1.00
Lane Grp Cap(c), veh/h	144	1804	523	484	457	407
V/C Ratio(X)	0.59	0.22	0.36	0.38	0.27	0.23
Avail Cap(c_a), veh/h	289	3036	995	920	1469	1308
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	15.1	4.6	9.4	9.5	10.1	10.0
Incr Delay (d2), s/veh	3.7	0.1	0.4	0.5	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.4	0.9	0.8	0.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.8	4.7	9.9	10.0	10.4	10.2
LnGrp LOS	B	A	A	A	B	B
Approach Vol, veh/h		476	369		217	
Approach Delay, s/veh		7.2	9.9		10.3	
Approach LOS		A	A		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			21.2		12.7	7.2	14.0
Change Period (Y+Rc), s			4.0		4.0	4.5	4.0
Max Green Setting (Gmax), s			29.0		28.0	5.5	19.0
Max Q Clear Time (g_c+I1), s			4.1		3.9	3.5	5.0
Green Ext Time (p_c), s			2.6		0.6	0.0	1.9

Intersection Summary	
HCM 6th Ctrl Delay	8.8
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	188	142	138	146	0	120	0	230	0	0	0
Future Volume (veh/h)	0	188	142	138	146	0	120	0	230	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	227	171	166	176	0	145	0	277	0	0	0
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	4	872	928	214	1647	0	193	0	368	0	5	0
Arrive On Green	0.00	0.25	0.25	0.12	0.46	0.00	0.34	0.00	0.34	0.00	0.00	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3647	0	566	0	1081	0	1870	0
Grp Volume(v), veh/h	0	227	171	166	176	0	422	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	0	1647	0	0	0	1870	0
Q Serve(g_s), s	0.0	2.1	2.0	3.7	1.1	0.0	9.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	2.1	2.0	3.7	1.1	0.0	9.3	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.34		0.66	0.00		0.00
Lane Grp Cap(c), veh/h	4	872	928	214	1647	0	560	0	0	0	5	0
V/C Ratio(X)	0.00	0.26	0.18	0.78	0.11	0.00	0.75	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	219	1657	1278	350	1919	0	1294	0	0	0	459	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	12.4	3.9	17.4	6.2	0.0	11.9	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.1	6.0	0.0	0.0	2.1	0.0	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	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.6	0.9	1.4	0.2	0.0	2.8	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	12.5	4.0	23.4	6.2	0.0	14.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	B	A	C	A	A	B	A	A	A	A	A
Approach Vol, veh/h		398			342			422			0	
Approach Delay, s/veh		8.9			14.5			14.0			0.0	
Approach LOS		A			B			B				

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		17.9	8.9	14.0		0.0	0.0	22.9				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		32.0	8.0	19.0		10.0	5.0	22.0				
Max Q Clear Time (g_c+I1), s		11.3	5.7	4.1		0.0	0.0	3.1				
Green Ext Time (p_c), s		2.7	0.1	1.5		0.0	0.0	0.8				

Intersection Summary	
HCM 6th Ctrl Delay	12.4
HCM 6th LOS	B



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	150	48	33	438	743	156
Future Volume (veh/h)	150	48	33	438	743	156
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	161	52	35	471	799	168
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	269	239	71	1238	967	819
Arrive On Green	0.15	0.15	0.04	0.66	0.52	0.52
Sat Flow, veh/h	1781	1585	1781	1870	1870	1585
Grp Volume(v), veh/h	161	52	35	471	799	168
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	1870	1585
Q Serve(g_s), s	3.6	1.2	0.8	4.9	15.4	2.4
Cycle Q Clear(g_c), s	3.6	1.2	0.8	4.9	15.4	2.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	269	239	71	1238	967	819
V/C Ratio(X)	0.60	0.22	0.49	0.38	0.83	0.21
Avail Cap(c_a), veh/h	667	594	208	1795	1379	1168
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	16.9	15.9	20.1	3.3	8.7	5.6
Incr Delay (d2), s/veh	2.1	0.5	5.2	0.2	2.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.4	0.1	3.2	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.1	16.4	25.3	3.5	11.6	5.7
LnGrp LOS	B	B	C	A	B	A
Approach Vol, veh/h	213			506	967	
Approach Delay, s/veh	18.4			5.0	10.6	
Approach LOS	B			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		32.3		10.4	6.2	26.1
Change Period (Y+Rc), s		4.0		4.0	4.5	4.0
Max Green Setting (Gmax), s		41.0		16.0	5.0	31.5
Max Q Clear Time (g_c+I1), s		6.9		5.6	2.8	17.4
Green Ext Time (p_c), s		2.6		0.4	0.0	4.7

Intersection Summary	
HCM 6th Ctrl Delay	9.9
HCM 6th LOS	A

Intersection	
Intersection Delay, s/veh	217.2
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	41	108	83	66	132	135	54	451	56	78	706	22
Future Vol, veh/h	41	108	83	66	132	135	54	451	56	78	706	22
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	44	115	88	70	140	144	57	480	60	83	751	23
Number of Lanes	0	1	0	1	1	1	1	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	3	1
HCM Control Delay	34.5	18.3	123.3	417.4
HCM LOS	D	C	F	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	18%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	0%	47%	0%	100%	0%	0%	97%
Vol Right, %	0%	0%	100%	36%	0%	0%	100%	0%	3%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	54	451	56	232	66	132	135	78	728
LT Vol	54	0	0	41	66	0	0	78	0
Through Vol	0	451	0	108	0	132	0	0	706
RT Vol	0	0	56	83	0	0	135	0	22
Lane Flow Rate	57	480	60	247	70	140	144	83	774
Geometry Grp	8	8	8	8	7	7	7	8	8
Degree of Util (X)	0.152	1.207	0.138	0.659	0.185	0.351	0.331	0.221	1.954
Departure Headway (Hd)	11.316	10.787	10.046	11.731	11.489	10.954	10.204	10.138	9.592
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	319	341	359	311	315	331	355	356	387
Service Time	9.016	8.487	7.746	9.431	9.189	8.654	7.904	7.838	7.292
HCM Lane V/C Ratio	0.179	1.408	0.167	0.794	0.222	0.423	0.406	0.233	2
HCM Control Delay	16	149.7	14.3	34.5	16.8	19.5	17.9	15.7	460.4
HCM Lane LOS	C	F	B	D	C	C	C	C	F
HCM 95th-tile Q	0.5	17.3	0.5	4.4	0.7	1.5	1.4	0.8	50.2

Intersection	
Intersection Delay, s/veh	175
Intersection LOS	F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	184	13	42	554	868	279
Future Vol, veh/h	184	13	42	554	868	279
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	207	15	47	622	975	313
Number of Lanes	1	0	0	1	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	16.9	84.2	249.3
HCM LOS	C	F	F

Lane	NBLn1	EBLn1	SBLn1	SBLn2
Vol Left, %	7%	93%	0%	0%
Vol Thru, %	93%	0%	100%	0%
Vol Right, %	0%	7%	0%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	596	197	868	279
LT Vol	42	184	0	0
Through Vol	554	0	868	0
RT Vol	0	13	0	279
Lane Flow Rate	670	221	975	313
Geometry Grp	5	2	7	7
Degree of Util (X)	1.076	0.44	1.669	0.474
Departure Headway (Hd)	6.299	7.852	6.331	5.617
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	583	463	585	646
Service Time	4.299	5.852	4.031	3.317
HCM Lane V/C Ratio	1.149	0.477	1.667	0.485
HCM Control Delay	84.2	16.9	325.1	13.3
HCM Lane LOS	F	C	F	B
HCM 95th-tile Q	18.1	2.2	54.1	2.5



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	34	207	153	566	818	79
Future Volume (veh/h)	34	207	153	566	818	79
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	223	165	609	880	85
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	570	460	711	2258	1188	1007
Arrive On Green	0.17	0.17	0.64	0.64	0.64	0.64
Sat Flow, veh/h	3456	2790	1130	3647	1870	1585
Grp Volume(v), veh/h	37	223	165	609	880	85
Grp Sat Flow(s),veh/h/ln	1728	1395	565	1777	1870	1585
Q Serve(g_s), s	0.4	2.9	4.7	3.0	13.0	0.8
Cycle Q Clear(g_c), s	0.4	2.9	17.7	3.0	13.0	0.8
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	570	460	711	2258	1188	1007
V/C Ratio(X)	0.06	0.48	0.23	0.27	0.74	0.08
Avail Cap(c_a), veh/h	604	487	1262	3991	2101	1780
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	14.1	15.2	11.1	3.2	5.0	2.8
Incr Delay (d2), s/veh	0.0	0.8	0.2	0.1	0.9	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	0.1	0.8	0.4	0.0	0.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.2	16.0	11.3	3.3	6.0	2.9
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	260			774	965	
Approach Delay, s/veh	15.7			5.0	5.7	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		29.5		10.6		29.5
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		45.0		7.0		45.0
Max Q Clear Time (g_c+I1), s		19.7		4.9		15.0
Green Ext Time (p_c), s		5.8		0.2		6.7

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

APPENDIX E -

OPENING YEAR 2027 PLUS PROJECT PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS

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	127	30	28	0	88	0	41	24	2	25	0	97
Future Vol, veh/h	127	30	28	0	88	0	41	24	2	25	0	97
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	138	33	30	0	96	0	45	26	2	27	0	105

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	96	0	0	63	0	0	473	420	48	434	435	96
Stage 1	-	-	-	-	-	-	324	324	-	96	96	-
Stage 2	-	-	-	-	-	-	149	96	-	338	339	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1498	-	-	1540	-	-	501	525	1021	532	514	960
Stage 1	-	-	-	-	-	-	688	650	-	911	815	-
Stage 2	-	-	-	-	-	-	854	815	-	676	640	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1498	-	-	1540	-	-	413	475	1021	471	465	960
Mov Cap-2 Maneuver	-	-	-	-	-	-	413	475	-	471	465	-
Stage 1	-	-	-	-	-	-	622	588	-	824	815	-
Stage 2	-	-	-	-	-	-	760	815	-	583	579	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	5.2	0	14.8	10.5
HCM LOS			B	B

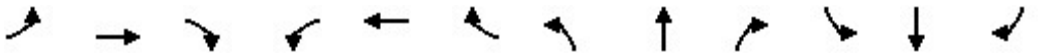
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	441	1498	-	-	1540	-	-	792
HCM Lane V/C Ratio	0.165	0.092	-	-	-	-	-	0.167
HCM Control Delay (s)	14.8	7.6	0	-	0	-	-	10.5
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.6	0.3	-	-	0	-	-	0.6



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	152	163	48	174	128	10
Future Volume (veh/h)	152	163	48	174	128	10
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	160	172	51	183	135	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	553	594	106	1459	214	190
Arrive On Green	1.00	1.00	0.06	0.78	0.12	0.12
Sat Flow, veh/h	824	886	1781	1870	1781	1585
Grp Volume(v), veh/h	0	332	51	183	135	11
Grp Sat Flow(s),veh/h/ln	0	1711	1781	1870	1781	1585
Q Serve(g_s), s	0.0	0.0	2.2	1.9	5.8	0.5
Cycle Q Clear(g_c), s	0.0	0.0	2.2	1.9	5.8	0.5
Prop In Lane		0.52	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	1147	106	1459	214	190
V/C Ratio(X)	0.00	0.29	0.48	0.13	0.63	0.06
Avail Cap(c_a), veh/h	0	1147	245	1459	401	357
HCM Platoon Ratio	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.97	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	36.4	2.1	33.5	31.2
Incr Delay (d2), s/veh	0.0	0.6	3.4	0.2	3.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	1.0	0.3	2.6	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.6	39.8	2.3	36.6	31.3
LnGrp LOS	A	A	D	A	D	C
Approach Vol, veh/h	332			234	146	
Approach Delay, s/veh	0.6			10.5	36.2	
Approach LOS	A			B	D	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		13.6	8.7	57.6		66.4
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s		18.0	11.0	39.0		54.0
Max Q Clear Time (g_c+I1), s		7.8	4.2	2.0		3.9
Green Ext Time (p_c), s		0.3	0.0	2.0		1.0

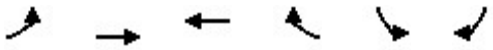
Intersection Summary	
HCM 6th Ctrl Delay	11.2
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	275	16	5	287	17	29	0	19	30	10	279
Future Volume (veh/h)	48	275	16	5	287	17	29	0	19	30	10	279
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	51	289	17	5	302	18	31	0	20	32	11	294
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	106	869	51	16	780	47	88	0	56	281	97	332
Arrive On Green	0.12	0.99	0.99	0.02	0.89	0.89	0.08	0.00	0.08	0.21	0.21	0.21
Sat Flow, veh/h	1781	1749	103	1781	1747	104	1033	0	666	1342	461	1585
Grp Volume(v), veh/h	51	0	306	5	0	320	51	0	0	43	0	294
Grp Sat Flow(s),veh/h/ln	1781	0	1852	1781	0	1851	1699	0	0	1803	0	1585
Q Serve(g_s), s	2.1	0.0	0.1	0.2	0.0	2.3	2.3	0.0	0.0	1.5	0.0	14.4
Cycle Q Clear(g_c), s	2.1	0.0	0.1	0.2	0.0	2.3	2.3	0.0	0.0	1.5	0.0	14.4
Prop In Lane	1.00		0.06	1.00		0.06	0.61		0.39	0.74		1.00
Lane Grp Cap(c), veh/h	106	0	920	16	0	827	144	0	0	377	0	332
V/C Ratio(X)	0.48	0.00	0.33	0.31	0.00	0.39	0.35	0.00	0.00	0.11	0.00	0.89
Avail Cap(c_a), veh/h	156	0	920	156	0	827	212	0	0	428	0	376
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.00	0.97	0.97	0.00	0.97	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.1	0.0	0.1	39.0	0.0	2.5	34.5	0.0	0.0	25.6	0.0	30.7
Incr Delay (d2), s/veh	3.3	0.0	0.9	9.8	0.0	1.3	1.5	0.0	0.0	0.1	0.0	20.0
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	1.0	0.0	0.3	0.1	0.0	0.9	0.9	0.0	0.0	0.7	0.0	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.4	0.0	1.1	48.8	0.0	3.8	36.0	0.0	0.0	25.8	0.0	50.7
LnGrp LOS	D	A	A	D	A	A	D	A	A	C	A	D
Approach Vol, veh/h		357			325			51			337	
Approach Delay, s/veh		6.3			4.5			36.0			47.5	
Approach LOS		A			A			D			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		10.8	4.7	43.7		20.7	8.7	39.7				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		10.0	7.0	28.0		19.0	7.0	28.0				
Max Q Clear Time (g_c+I1), s		4.3	2.2	2.1		16.4	4.1	4.3				
Green Ext Time (p_c), s		0.1	0.0	1.9		0.3	0.0	1.7				

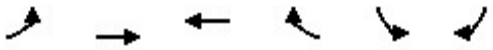
Intersection Summary	
HCM 6th Ctrl Delay	20.1
HCM 6th LOS	C



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	26	218	423	89	98	81
Future Volume (veh/h)	26	218	423	89	98	81
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	29	245	475	100	110	91
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	63	1739	915	192	464	413
Arrive On Green	0.04	0.49	0.31	0.31	0.26	0.26
Sat Flow, veh/h	1781	3647	3018	612	1781	1585
Grp Volume(v), veh/h	29	245	287	288	110	91
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1760	1781	1585
Q Serve(g_s), s	0.5	1.2	4.2	4.3	1.6	1.4
Cycle Q Clear(g_c), s	0.5	1.2	4.2	4.3	1.6	1.4
Prop In Lane	1.00			0.35	1.00	1.00
Lane Grp Cap(c), veh/h	63	1739	556	551	464	413
V/C Ratio(X)	0.46	0.14	0.52	0.52	0.24	0.22
Avail Cap(c_a), veh/h	295	3203	1056	1047	1572	1399
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	15.1	4.5	9.0	9.0	9.3	9.3
Incr Delay (d2), s/veh	5.1	0.0	0.7	0.8	0.3	0.3
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	0.2	1.2	1.2	0.4	1.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.2	4.5	9.7	9.8	9.6	9.5
LnGrp LOS	C	A	A	A	A	A
Approach Vol, veh/h		274	575		201	
Approach Delay, s/veh		6.2	9.8		9.6	
Approach LOS		A	A		A	

Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	19.6	12.3	5.6	14.0
Change Period (Y+Rc), s	4.0	4.0	4.5	4.0
Max Green Setting (Gmax), s	28.8	28.2	5.3	19.0
Max Q Clear Time (g_c+I1), s	3.2	3.6	2.5	6.3
Green Ext Time (p_c), s	1.6	0.6	0.0	2.9

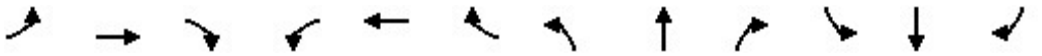
Intersection Summary	
HCM 6th Ctrl Delay	8.8
HCM 6th LOS	A



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	26	218	423	89	98	81
Future Volume (veh/h)	26	218	423	89	98	81
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	29	245	475	100	110	91
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	63	1712	932	195	469	417
Arrive On Green	0.04	0.48	0.32	0.32	0.26	0.26
Sat Flow, veh/h	1781	3647	3018	612	1781	1585
Grp Volume(v), veh/h	29	245	287	288	110	91
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1760	1781	1585
Q Serve(g_s), s	0.5	1.2	4.1	4.2	1.5	1.4
Cycle Q Clear(g_c), s	0.5	1.2	4.1	4.2	1.5	1.4
Prop In Lane	1.00			0.35	1.00	1.00
Lane Grp Cap(c), veh/h	63	1712	566	561	469	417
V/C Ratio(X)	0.46	0.14	0.51	0.51	0.23	0.22
Avail Cap(c_a), veh/h	284	3171	1076	1066	1646	1465
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	14.8	4.5	8.7	8.7	9.1	9.0
Incr Delay (d2), s/veh	5.1	0.0	0.7	0.7	0.3	0.3
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	0.2	1.2	1.2	0.4	1.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.9	4.6	9.4	9.4	9.3	9.3
LnGrp LOS	B	A	A	A	A	A
Approach Vol, veh/h		274	575		201	
Approach Delay, s/veh		6.2	9.4		9.3	
Approach LOS		A	A		A	

Timer - Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				19.1		12.3	5.1	14.0
Change Period (Y+Rc), s				4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s				28.0		29.0	5.0	19.0
Max Q Clear Time (g_c+I1), s				3.2		3.5	2.5	6.2
Green Ext Time (p_c), s				1.5		0.6	0.0	2.9

Intersection Summary	
HCM 6th Ctrl Delay	8.6
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	102	227	336	169	0	124	0	144	0	0	0
Future Volume (veh/h)	0	102	227	336	169	0	124	0	144	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	129	287	425	214	0	157	0	182	0	0	0
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	4	733	751	497	2017	0	207	0	240	0	4	0
Arrive On Green	0.00	0.21	0.21	0.28	0.57	0.00	0.27	0.00	0.27	0.00	0.00	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3647	0	774	0	897	0	1870	0
Grp Volume(v), veh/h	0	129	287	425	214	0	339	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	0	1670	0	0	0	1870	0
Q Serve(g_s), s	0.0	1.5	5.6	11.0	1.3	0.0	9.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	1.5	5.6	11.0	1.3	0.0	9.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.46		0.54	0.00		0.00
Lane Grp Cap(c), veh/h	4	733	751	497	2017	0	447	0	0	0	4	0
V/C Ratio(X)	0.00	0.18	0.38	0.86	0.11	0.00	0.76	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	257	1392	1045	661	2198	0	1102	0	0	0	386	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	15.9	8.2	16.6	4.8	0.0	16.3	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.3	8.3	0.0	0.0	2.7	0.0	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	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.5	2.4	4.3	0.2	0.0	3.2	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	16.0	8.5	24.9	4.8	0.0	19.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	B	A	C	A	A	B	A	A	A	A	A
Approach Vol, veh/h		416			639			339			0	
Approach Delay, s/veh		10.8			18.2			19.0			0.0	
Approach LOS		B			B			B				

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		17.0	17.5	14.0		0.0	0.0	31.5				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		32.0	18.0	19.0		10.0	7.0	30.0				
Max Q Clear Time (g_c+I1), s		11.0	13.0	7.6		0.0	0.0	3.3				
Green Ext Time (p_c), s		2.1	0.6	1.2		0.0	0.0	1.1				

Intersection Summary												
HCM 6th Ctrl Delay			16.2									
HCM 6th LOS			B									



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	89	37	39	536	321	145
Future Volume (veh/h)	89	37	39	536	321	145
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	102	43	45	616	369	167
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	304	270	94	1006	601	509
Arrive On Green	0.17	0.17	0.05	0.54	0.32	0.32
Sat Flow, veh/h	1781	1585	1781	1870	1870	1585
Grp Volume(v), veh/h	102	43	45	616	369	167
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	1870	1585
Q Serve(g_s), s	1.4	0.6	0.7	6.2	4.6	2.2
Cycle Q Clear(g_c), s	1.4	0.6	0.7	6.2	4.6	2.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	304	270	94	1006	601	509
V/C Ratio(X)	0.34	0.16	0.48	0.61	0.61	0.33
Avail Cap(c_a), veh/h	1038	924	422	2452	1703	1443
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	10.0	9.7	12.6	4.4	7.9	7.1
Incr Delay (d2), s/veh	0.6	0.3	3.7	0.6	1.0	0.4
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	0.6	0.2	0.2	0.7	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.7	10.0	16.3	5.0	8.9	7.4
LnGrp LOS	B	A	B	A	A	A
Approach Vol, veh/h	145			661	536	
Approach Delay, s/veh	10.5			5.7	8.4	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		18.8		8.7	6.0	12.8
Change Period (Y+Rc), s		4.0		4.0	4.5	4.0
Max Green Setting (Gmax), s		36.0		16.0	6.5	25.0
Max Q Clear Time (g_c+I1), s		8.2		3.4	2.7	6.6
Green Ext Time (p_c), s		3.6		0.3	0.0	2.2

Intersection Summary	
HCM 6th Ctrl Delay	7.3
HCM 6th LOS	A



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	89	37	39	536	321	145
Future Volume (veh/h)	89	37	39	536	321	145
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	102	43	45	616	369	167
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	307	358	95	989	610	791
Arrive On Green	0.17	0.17	0.05	0.53	0.33	0.33
Sat Flow, veh/h	1781	1585	1781	1870	1870	1585
Grp Volume(v), veh/h	102	43	45	616	369	167
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	1870	1585
Q Serve(g_s), s	1.3	0.6	0.7	6.2	4.4	1.6
Cycle Q Clear(g_c), s	1.3	0.6	0.7	6.2	4.4	1.6
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	307	358	95	989	610	791
V/C Ratio(X)	0.33	0.12	0.48	0.62	0.60	0.21
Avail Cap(c_a), veh/h	1064	1031	333	2514	1885	1871
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	9.7	8.3	12.3	4.4	7.6	3.8
Incr Delay (d2), s/veh	0.6	0.1	3.7	0.6	1.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.6	0.2	0.2	0.6	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.4	8.4	16.0	5.1	8.5	3.9
LnGrp LOS	B	A	B	A	A	A
Approach Vol, veh/h	145			661	536	
Approach Delay, s/veh	9.8			5.8	7.1	
Approach LOS	A			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		18.2		8.6	5.4	12.7
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		36.0		16.0	5.0	27.0
Max Q Clear Time (g_c+I1), s		8.2		3.3	2.7	6.4
Green Ext Time (p_c), s		3.6		0.3	0.0	2.3

Intersection Summary		
HCM 6th Ctrl Delay	6.8	
HCM 6th LOS	A	

Intersection	
Intersection Delay, s/veh	92.1
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	131	35	15	75	38	77	526	51	71	387	48
Future Vol, veh/h	35	131	35	15	75	38	77	526	51	71	387	48
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	146	39	17	83	42	86	584	57	79	430	53
Number of Lanes	0	1	0	1	1	1	1	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	3	1
HCM Control Delay	23.6	13.8	136.6	81.6
HCM LOS	C	B	F	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	17%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	0%	65%	0%	100%	0%	0%	89%
Vol Right, %	0%	0%	100%	17%	0%	0%	100%	0%	11%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	77	526	51	201	15	75	38	71	435
LT Vol	77	0	0	35	15	0	0	71	0
Through Vol	0	526	0	131	0	75	0	0	387
RT Vol	0	0	51	35	0	0	38	0	48
Lane Flow Rate	86	584	57	223	17	83	42	79	483
Geometry Grp	8	8	8	8	7	7	7	8	8
Degree of Util (X)	0.199	1.279	0.113	0.556	0.043	0.204	0.095	0.187	1.07
Departure Headway (Hd)	8.723	8.208	7.487	9.58	10.073	9.548	8.814	9.066	8.47
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	414	450	482	380	358	378	409	398	430
Service Time	6.423	5.908	5.187	7.28	7.773	7.248	6.514	6.766	6.17
HCM Lane V/C Ratio	0.208	1.298	0.118	0.587	0.047	0.22	0.103	0.198	1.123
HCM Control Delay	13.6	166.8	11.1	23.6	13.2	14.7	12.4	13.8	92.7
HCM Lane LOS	B	F	B	C	B	B	B	B	F
HCM 95th-tile Q	0.7	24	0.4	3.3	0.1	0.8	0.3	0.7	15.1

Intersection	
Intersection Delay, s/veh	69.3
Intersection LOS	F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	201	18	31	530	484	120
Future Vol, veh/h	201	18	31	530	484	120
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	239	21	37	631	576	143
Number of Lanes	1	0	0	1	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	18.1	102.5	57.1
HCM LOS	C	F	F

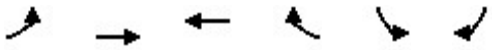
Lane	NBLn1	EBLn1	SBLn1	SBLn2
Vol Left, %	6%	92%	0%	0%
Vol Thru, %	94%	0%	100%	0%
Vol Right, %	0%	8%	0%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	561	219	484	120
LT Vol	31	201	0	0
Through Vol	530	0	484	0
RT Vol	0	18	0	120
Lane Flow Rate	668	261	576	143
Geometry Grp	5	2	7	7
Degree of Util (X)	1.133	0.512	1.019	0.225
Departure Headway (Hd)	6.109	7.489	6.583	5.867
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	594	485	553	616
Service Time	4.129	5.489	4.283	3.567
HCM Lane V/C Ratio	1.125	0.538	1.042	0.232
HCM Control Delay	102.5	18.1	68.7	10.3
HCM Lane LOS	F	C	F	B
HCM 95th-tile Q	21.4	2.9	15.1	0.9



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	19	145	132	566	406	52
Future Volume (veh/h)	19	145	132	566	406	52
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	167	152	651	467	60
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	682	550	1114	1791	943	782
Arrive On Green	0.20	0.20	0.50	0.50	0.50	0.50
Sat Flow, veh/h	3456	2790	1699	3647	1870	1552
Grp Volume(v), veh/h	22	167	152	651	467	60
Grp Sat Flow(s),veh/h/ln	1728	1395	850	1777	1870	1552
Q Serve(g_s), s	0.1	1.4	1.7	3.0	4.4	0.5
Cycle Q Clear(g_c), s	0.1	1.4	6.2	3.0	4.4	0.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	682	550	1114	1791	943	782
V/C Ratio(X)	0.03	0.30	0.14	0.36	0.50	0.08
Avail Cap(c_a), veh/h	1290	1042	2922	5572	2933	2434
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	8.7	9.2	6.4	4.0	4.4	3.4
Incr Delay (d2), s/veh	0.0	0.3	0.1	0.1	0.4	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	0.0	0.3	0.1	0.0	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.7	9.5	6.5	4.2	4.8	3.5
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h	189			803	527	
Approach Delay, s/veh	9.4			4.6	4.6	
Approach LOS	A			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		17.5		9.3		17.5
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		42.0		10.0		42.0
Max Q Clear Time (g_c+I1), s		8.2		3.4		6.4
Green Ext Time (p_c), s		5.3		0.3		2.8

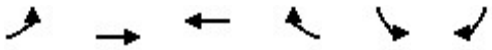
Intersection Summary		
HCM 6th Ctrl Delay		5.2
HCM 6th LOS		A



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	52	278	489	74	61	30
Future Volume (veh/h)	52	278	489	74	61	30
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	55	293	515	78	64	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	214	1110	1477	1252	196	175
Arrive On Green	0.79	0.79	1.00	1.00	0.11	0.11
Sat Flow, veh/h	205	1405	1870	1585	1781	1585
Grp Volume(v), veh/h	348	0	515	78	64	32
Grp Sat Flow(s),veh/h/ln	1610	0	1870	1585	1781	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	2.7	1.5
Cycle Q Clear(g_c), s	3.8	0.0	0.0	0.0	2.7	1.5
Prop In Lane	0.16			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1324	0	1477	1252	196	175
V/C Ratio(X)	0.26	0.00	0.35	0.06	0.33	0.18
Avail Cap(c_a), veh/h	1324	0	1477	1252	445	396
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.89	0.89	1.00	1.00
Uniform Delay (d), s/veh	2.2	0.0	0.0	0.0	32.9	32.3
Incr Delay (d2), s/veh	0.5	0.0	0.6	0.1	1.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.2	0.0	1.2	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	2.7	0.0	0.6	0.1	33.8	32.8
LnGrp LOS	A	A	A	A	C	C
Approach Vol, veh/h		348	593		96	
Approach Delay, s/veh		2.7	0.5		33.5	
Approach LOS		A	A		C	

Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			67.2		12.8	67.2
Change Period (Y+Rc), s			4.0		4.0	4.0
Max Green Setting (Gmax), s			52.0		20.0	52.0
Max Q Clear Time (g_c+I1), s			5.8		4.7	2.0
Green Ext Time (p_c), s			2.6		0.2	4.1

Intersection Summary		
HCM 6th Ctrl Delay	4.3	
HCM 6th LOS	A	



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	52	278	489	106	61	30
Future Volume (veh/h)	52	278	489	106	61	30
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	55	293	515	112	64	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	212	1102	1477	1252	196	175
Arrive On Green	0.79	0.79	1.00	1.00	0.11	0.11
Sat Flow, veh/h	203	1395	1870	1585	1781	1585
Grp Volume(v), veh/h	348	0	515	112	64	32
Grp Sat Flow(s),veh/h/ln	1598	0	1870	1585	1781	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	2.7	1.5
Cycle Q Clear(g_c), s	3.8	0.0	0.0	0.0	2.7	1.5
Prop In Lane	0.16			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1314	0	1477	1252	196	175
V/C Ratio(X)	0.26	0.00	0.35	0.09	0.33	0.18
Avail Cap(c_a), veh/h	1314	0	1477	1252	445	396
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.89	0.89	1.00	1.00
Uniform Delay (d), s/veh	2.2	0.0	0.0	0.0	32.9	32.3
Incr Delay (d2), s/veh	0.5	0.0	0.6	0.1	1.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.2	0.0	1.2	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	2.7	0.0	0.6	0.1	33.8	32.8
LnGrp LOS	A	A	A	A	C	C
Approach Vol, veh/h		348	627		96	
Approach Delay, s/veh		2.7	0.5		33.5	
Approach LOS		A	A		C	

Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			67.2		12.8	67.2
Change Period (Y+Rc), s			4.0		4.0	4.0
Max Green Setting (Gmax), s			52.0		20.0	52.0
Max Q Clear Time (g_c+I1), s			5.8		4.7	2.0
Green Ext Time (p_c), s			2.7		0.2	4.2

Intersection Summary	
HCM 6th Ctrl Delay	4.2
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	7.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	107	58	41	7	72	0	29	22	8	34	36	119
Future Vol, veh/h	107	58	41	7	72	0	29	22	8	34	36	119
Conflicting Peds, #/hr	0	0	2	2	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	116	63	45	8	78	0	32	24	9	37	39	129

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	78	0	0	110	0	0	498	414	88	428	436	78
Stage 1	-	-	-	-	-	-	320	320	-	94	94	-
Stage 2	-	-	-	-	-	-	178	94	-	334	342	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1520	-	-	1480	-	-	483	529	970	537	514	983
Stage 1	-	-	-	-	-	-	692	652	-	913	817	-
Stage 2	-	-	-	-	-	-	824	817	-	680	638	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1520	-	-	1477	-	-	366	482	968	478	468	983
Mov Cap-2 Maneuver	-	-	-	-	-	-	366	482	-	478	468	-
Stage 1	-	-	-	-	-	-	634	597	-	838	812	-
Stage 2	-	-	-	-	-	-	677	812	-	594	584	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.9	0.7	14.5	12.2
HCM LOS			B	B

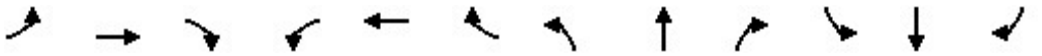
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	443	1520	-	-	1477	-	-	702
HCM Lane V/C Ratio	0.145	0.077	-	-	0.005	-	-	0.293
HCM Control Delay (s)	14.5	7.6	0	-	7.5	0	-	12.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.5	0.2	-	-	0	-	-	1.2



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	217	262	49	157	99	10
Future Volume (veh/h)	217	262	49	157	99	10
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	247	298	56	178	112	11
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	517	624	111	1465	208	185
Arrive On Green	1.00	1.00	0.06	0.78	0.12	0.12
Sat Flow, veh/h	771	931	1781	1870	1781	1585
Grp Volume(v), veh/h	0	545	56	178	112	11
Grp Sat Flow(s),veh/h/ln	0	1702	1781	1870	1781	1585
Q Serve(g_s), s	0.0	0.0	2.4	1.8	4.7	0.5
Cycle Q Clear(g_c), s	0.0	0.0	2.4	1.8	4.7	0.5
Prop In Lane		0.55	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	1142	111	1465	208	185
V/C Ratio(X)	0.00	0.48	0.50	0.12	0.54	0.06
Avail Cap(c_a), veh/h	0	1142	200	1465	289	258
HCM Platoon Ratio	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.92	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	36.3	2.1	33.3	31.4
Incr Delay (d2), s/veh	0.0	1.3	3.5	0.2	2.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.4	1.1	0.3	2.1	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	1.3	39.8	2.2	35.4	31.5
LnGrp LOS	A	A	D	A	D	C
Approach Vol, veh/h	545			234	123	
Approach Delay, s/veh	1.3			11.2	35.1	
Approach LOS	A			B	D	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		13.3	9.0	57.7		66.7
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s		13.0	9.0	46.0		59.0
Max Q Clear Time (g_c+I1), s		6.7	4.4	2.0		3.8
Green Ext Time (p_c), s		0.1	0.0	3.8		1.0

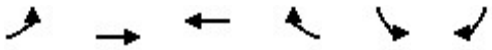
Intersection Summary	
HCM 6th Ctrl Delay	8.5
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	423	31	8	236	15	28	2	20	40	24	121
Future Volume (veh/h)	91	423	31	8	236	15	28	2	20	40	24	121
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	99	460	34	9	257	16	30	2	22	43	26	132
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	139	986	73	28	891	55	82	5	60	140	84	196
Arrive On Green	0.16	1.00	1.00	0.03	1.00	1.00	0.09	0.09	0.09	0.12	0.12	0.12
Sat Flow, veh/h	1781	1720	127	1781	1742	108	944	63	692	1130	683	1585
Grp Volume(v), veh/h	99	0	494	9	0	273	54	0	0	69	0	132
Grp Sat Flow(s),veh/h/ln	1781	0	1847	1781	0	1851	1699	0	0	1814	0	1585
Q Serve(g_s), s	4.2	0.0	0.0	0.4	0.0	0.0	2.4	0.0	0.0	2.8	0.0	6.4
Cycle Q Clear(g_c), s	4.2	0.0	0.0	0.4	0.0	0.0	2.4	0.0	0.0	2.8	0.0	6.4
Prop In Lane	1.00		0.07	1.00		0.06	0.56		0.41	0.62		1.00
Lane Grp Cap(c), veh/h	139	0	1059	28	0	946	148	0	0	224	0	196
V/C Ratio(X)	0.71	0.00	0.47	0.32	0.00	0.29	0.36	0.00	0.00	0.31	0.00	0.67
Avail Cap(c_a), veh/h	223	0	1059	156	0	946	340	0	0	227	0	198
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.00	0.94	0.98	0.00	0.98	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.9	0.0	0.0	38.3	0.0	0.0	34.4	0.0	0.0	31.9	0.0	33.5
Incr Delay (d2), s/veh	6.3	0.0	1.4	6.2	0.0	0.8	1.5	0.0	0.0	0.8	0.0	8.6
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	1.9	0.0	0.4	0.2	0.0	0.2	1.0	0.0	0.0	1.2	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.2	0.0	1.4	44.5	0.0	0.8	35.9	0.0	0.0	32.7	0.0	42.1
LnGrp LOS	D	A	A	D	A	A	D	A	A	C	A	D
Approach Vol, veh/h		593			282			54			201	
Approach Delay, s/veh		7.7			2.1			35.9			38.9	
Approach LOS		A			A			D			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.0	5.3	49.9		13.9	10.2	44.9				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		16.0	7.0	31.0		10.0	10.0	28.0				
Max Q Clear Time (g_c+I1), s		4.4	2.4	2.0		8.4	6.2	2.0				
Green Ext Time (p_c), s		0.1	0.0	3.5		0.1	0.1	1.4				

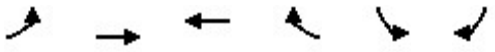
Intersection Summary												
HCM 6th Ctrl Delay			13.2									
HCM 6th LOS			B									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	73	352	217	148	124	81
Future Volume (veh/h)	73	352	217	148	124	81
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	84	405	249	170	143	93
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	143	1793	601	395	466	414
Arrive On Green	0.08	0.50	0.29	0.29	0.26	0.26
Sat Flow, veh/h	1781	3647	2147	1351	1781	1585
Grp Volume(v), veh/h	84	405	214	205	143	93
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1627	1781	1585
Q Serve(g_s), s	1.6	2.2	3.3	3.5	2.2	1.6
Cycle Q Clear(g_c), s	1.6	2.2	3.3	3.5	2.2	1.6
Prop In Lane	1.00			0.83	1.00	1.00
Lane Grp Cap(c), veh/h	143	1793	520	476	466	414
V/C Ratio(X)	0.59	0.23	0.41	0.43	0.31	0.22
Avail Cap(c_a), veh/h	287	3015	988	904	1459	1298
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	15.2	4.7	9.7	9.8	10.1	9.9
Incr Delay (d2), s/veh	3.8	0.1	0.5	0.6	0.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.4	1.0	1.0	0.7	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.9	4.8	10.3	10.4	10.5	10.2
LnGrp LOS	B	A	B	B	B	B
Approach Vol, veh/h		489	419		236	
Approach Delay, s/veh		7.2	10.3		10.4	
Approach LOS		A	B		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			21.2		12.9	7.2	14.0
Change Period (Y+Rc), s			4.0		4.0	4.5	4.0
Max Green Setting (Gmax), s			29.0		28.0	5.5	19.0
Max Q Clear Time (g_c+I1), s			4.2		4.2	3.6	5.5
Green Ext Time (p_c), s			2.7		0.7	0.0	2.1

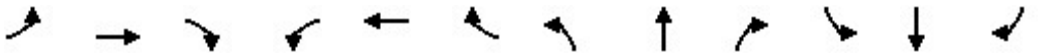
Intersection Summary	
HCM 6th Ctrl Delay	9.0
HCM 6th LOS	A



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	73	352	217	148	124	81
Future Volume (veh/h)	73	352	217	148	124	81
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	84	405	249	170	143	93
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	144	1767	611	402	471	548
Arrive On Green	0.08	0.50	0.30	0.30	0.26	0.26
Sat Flow, veh/h	1781	3647	2147	1351	1781	1585
Grp Volume(v), veh/h	84	405	214	205	143	93
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1627	1781	1585
Q Serve(g_s), s	1.5	2.2	3.2	3.4	2.2	1.4
Cycle Q Clear(g_c), s	1.5	2.2	3.2	3.4	2.2	1.4
Prop In Lane	1.00			0.83	1.00	1.00
Lane Grp Cap(c), veh/h	144	1767	529	484	471	548
V/C Ratio(X)	0.58	0.23	0.41	0.42	0.30	0.17
Avail Cap(c_a), veh/h	318	3066	1004	920	1484	1448
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	14.9	4.8	9.4	9.5	9.9	7.6
Incr Delay (d2), s/veh	3.7	0.1	0.5	0.6	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.4	1.0	0.9	0.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.6	4.9	9.9	10.1	10.2	7.8
LnGrp LOS	B	A	A	B	B	A
Approach Vol, veh/h		489	419		236	
Approach Delay, s/veh		7.2	10.0		9.3	
Approach LOS		A	B		A	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			20.7		12.9	6.7	14.0
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			29.0		28.0	6.0	19.0
Max Q Clear Time (g_c+I1), s			4.2		4.2	3.5	5.4
Green Ext Time (p_c), s			2.7		0.7	0.0	2.1

Intersection Summary	
HCM 6th Ctrl Delay	8.7
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	194	142	146	155	0	120	0	235	0	0	0
Future Volume (veh/h)	0	194	142	146	155	0	120	0	235	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	234	171	176	187	0	145	0	283	0	0	0
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	4	857	926	226	1650	0	191	0	373	0	5	0
Arrive On Green	0.00	0.24	0.24	0.13	0.46	0.00	0.34	0.00	0.34	0.00	0.00	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3647	0	558	0	1089	0	1870	0
Grp Volume(v), veh/h	0	234	171	176	187	0	428	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	0	1647	0	0	0	1870	0
Q Serve(g_s), s	0.0	2.2	2.1	4.0	1.2	0.0	9.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	2.2	2.1	4.0	1.2	0.0	9.6	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.34		0.66	0.00		0.00
Lane Grp Cap(c), veh/h	4	857	926	226	1650	0	565	0	0	0	5	0
V/C Ratio(X)	0.00	0.27	0.18	0.78	0.11	0.00	0.76	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	215	1628	1269	344	1885	0	1270	0	0	0	451	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	12.8	4.0	17.5	6.3	0.0	12.1	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.1	6.2	0.0	0.0	2.1	0.0	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	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.6	0.9	1.6	0.2	0.0	2.9	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	13.0	4.1	23.8	6.3	0.0	14.2	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	B	A	C	A	A	B	A	A	A	A	A
Approach Vol, veh/h		405			363			428			0	
Approach Delay, s/veh		9.2			14.8			14.2			0.0	
Approach LOS		A			B			B				

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		18.2	9.3	14.0		0.0	0.0	23.3				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		32.0	8.0	19.0		10.0	5.0	22.0				
Max Q Clear Time (g_c+I1), s		11.6	6.0	4.2		0.0	0.0	3.2				
Green Ext Time (p_c), s		2.8	0.1	1.5		0.0	0.0	0.8				

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



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	175	49	34	438	743	172
Future Volume (veh/h)	175	49	34	438	743	172
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	188	53	37	471	799	185
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	273	243	74	1238	966	818
Arrive On Green	0.15	0.15	0.04	0.66	0.52	0.52
Sat Flow, veh/h	1781	1585	1781	1870	1870	1585
Grp Volume(v), veh/h	188	53	37	471	799	185
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	1870	1585
Q Serve(g_s), s	4.3	1.3	0.9	4.9	15.6	2.8
Cycle Q Clear(g_c), s	4.3	1.3	0.9	4.9	15.6	2.8
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	273	243	74	1238	966	818
V/C Ratio(X)	0.69	0.22	0.50	0.38	0.83	0.23
Avail Cap(c_a), veh/h	660	587	206	1775	1363	1155
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	17.3	16.0	20.3	3.3	8.8	5.7
Incr Delay (d2), s/veh	3.1	0.4	5.2	0.2	3.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.4	0.1	3.3	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.4	16.5	25.4	3.5	11.8	5.9
LnGrp LOS	C	B	C	A	B	A
Approach Vol, veh/h	241			508	984	
Approach Delay, s/veh	19.6			5.1	10.7	
Approach LOS	B			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		32.6		10.6	6.3	26.3
Change Period (Y+Rc), s		4.0		4.0	4.5	4.0
Max Green Setting (Gmax), s		41.0		16.0	5.0	31.5
Max Q Clear Time (g_c+I1), s		6.9		6.3	2.9	17.6
Green Ext Time (p_c), s		2.6		0.5	0.0	4.7

Intersection Summary	
HCM 6th Ctrl Delay	10.3
HCM 6th LOS	B



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	175	49	34	438	743	172
Future Volume (veh/h)	175	49	34	438	743	172
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	188	53	37	471	799	185
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	283	318	75	1211	952	1058
Arrive On Green	0.16	0.16	0.04	0.65	0.51	0.51
Sat Flow, veh/h	1781	1585	1781	1870	1870	1585
Grp Volume(v), veh/h	188	53	37	471	799	185
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	1870	1585
Q Serve(g_s), s	4.1	1.1	0.8	4.9	15.1	1.8
Cycle Q Clear(g_c), s	4.1	1.1	0.8	4.9	15.1	1.8
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	283	318	75	1211	952	1058
V/C Ratio(X)	0.66	0.17	0.50	0.39	0.84	0.17
Avail Cap(c_a), veh/h	690	680	216	1630	1222	1287
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	16.3	13.7	19.4	3.4	8.7	2.6
Incr Delay (d2), s/veh	2.7	0.2	5.0	0.2	4.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.4	0.1	3.4	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.0	13.9	24.4	3.6	13.0	2.7
LnGrp LOS	B	B	C	A	B	A
Approach Vol, veh/h	241			508	984	
Approach Delay, s/veh	17.9			5.1	11.0	
Approach LOS	B			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		30.8		10.6	5.7	25.0
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		36.0		16.0	5.0	27.0
Max Q Clear Time (g_c+I1), s		6.9		6.1	2.8	17.1
Green Ext Time (p_c), s		2.6		0.5	0.0	3.9

Intersection Summary	
HCM 6th Ctrl Delay	10.3
HCM 6th LOS	B

Intersection	
Intersection Delay, s/veh	228.6
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	41	108	87	67	132	135	61	468	57	78	717	22
Future Vol, veh/h	41	108	87	67	132	135	61	468	57	78	717	22
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	44	115	93	71	140	144	65	498	61	83	763	23
Number of Lanes	0	1	0	1	1	1	1	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	3	1
HCM Control Delay	35.9	18.5	138	435.1
HCM LOS	E	C	F	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	17%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	0%	46%	0%	100%	0%	0%	97%
Vol Right, %	0%	0%	100%	37%	0%	0%	100%	0%	3%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	61	468	57	236	67	132	135	78	739
LT Vol	61	0	0	41	67	0	0	78	0
Through Vol	0	468	0	108	0	132	0	0	717
RT Vol	0	0	57	87	0	0	135	0	22
Lane Flow Rate	65	498	61	251	71	140	144	83	786
Geometry Grp	8	8	8	8	7	7	7	8	8
Degree of Util (X)	0.173	1.257	0.141	0.672	0.189	0.352	0.332	0.223	1.996
Departure Headway (Hd)	11.427	10.897	10.156	11.892	11.637	11.1	10.349	10.271	9.724
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	316	339	355	306	311	326	350	352	385
Service Time	9.127	8.597	7.856	9.592	9.337	8.8	8.049	7.971	7.424
HCM Lane V/C Ratio	0.206	1.469	0.172	0.82	0.228	0.429	0.411	0.236	2.042
HCM Control Delay	16.5	168.9	14.5	35.9	17	19.7	18.1	15.9	479.3
HCM Lane LOS	C	F	B	E	C	C	C	C	F
HCM 95th-tile Q	0.6	18.9	0.5	4.5	0.7	1.5	1.4	0.8	51.5

Intersection	
Intersection Delay, s/veh	178.6
Intersection LOS	F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	184	15	46	567	876	279
Future Vol, veh/h	184	15	46	567	876	279
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	207	17	52	637	984	313
Number of Lanes	1	0	0	1	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	17.1	95.4	250.5
HCM LOS	C	F	F

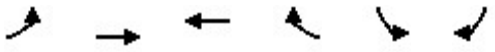
Lane	NBLn1	EBLn1	SBLn1	SBLn2
Vol Left, %	8%	92%	0%	0%
Vol Thru, %	92%	0%	100%	0%
Vol Right, %	0%	8%	0%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	613	199	876	279
LT Vol	46	184	0	0
Through Vol	567	0	876	0
RT Vol	0	15	0	279
Lane Flow Rate	689	224	984	313
Geometry Grp	5	2	7	7
Degree of Util (X)	1.11	0.445	1.671	0.471
Departure Headway (Hd)	6.316	7.884	6.375	5.66
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	579	461	581	640
Service Time	4.316	5.884	4.075	3.36
HCM Lane V/C Ratio	1.19	0.486	1.694	0.489
HCM Control Delay	95.4	17.1	326.1	13.3
HCM Lane LOS	F	C	F	B
HCM 95th-tile Q	19.8	2.2	53.9	2.5



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	34	211	160	573	822	79
Future Volume (veh/h)	34	211	160	573	822	79
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	227	172	616	884	85
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	565	456	711	2274	1197	1014
Arrive On Green	0.16	0.16	0.64	0.64	0.64	0.64
Sat Flow, veh/h	3456	2790	1125	3647	1870	1585
Grp Volume(v), veh/h	37	227	172	616	884	85
Grp Sat Flow(s),veh/h/ln	1728	1395	563	1777	1870	1585
Q Serve(g_s), s	0.4	3.0	5.0	3.1	13.1	0.8
Cycle Q Clear(g_c), s	0.4	3.0	18.1	3.1	13.1	0.8
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	565	456	711	2274	1197	1014
V/C Ratio(X)	0.07	0.50	0.24	0.27	0.74	0.08
Avail Cap(c_a), veh/h	595	480	1236	3933	2070	1754
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	14.4	15.5	11.2	3.2	5.0	2.8
Incr Delay (d2), s/veh	0.0	0.8	0.2	0.1	0.9	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	0.1	0.8	0.4	0.0	0.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.4	16.3	11.4	3.3	5.9	2.8
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	264			788	969	
Approach Delay, s/veh	16.1			5.0	5.6	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		30.0		10.6		30.0
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		45.0		7.0		45.0
Max Q Clear Time (g_c+I1), s		20.1		5.0		15.1
Green Ext Time (p_c), s		5.9		0.2		6.7

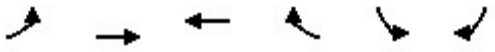
Intersection Summary	
HCM 6th Ctrl Delay	6.8
HCM 6th LOS	A



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	27	456	330	39	90	44
Future Volume (veh/h)	27	456	330	39	90	44
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	29	496	359	42	98	48
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	89	1379	1459	1236	214	190
Arrive On Green	0.78	0.78	1.00	1.00	0.12	0.12
Sat Flow, veh/h	54	1768	1870	1585	1781	1585
Grp Volume(v), veh/h	525	0	359	42	98	48
Grp Sat Flow(s),veh/h/ln	1822	0	1870	1585	1781	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	4.1	2.2
Cycle Q Clear(g_c), s	6.9	0.0	0.0	0.0	4.1	2.2
Prop In Lane	0.06			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1468	0	1459	1236	214	190
V/C Ratio(X)	0.36	0.00	0.25	0.03	0.46	0.25
Avail Cap(c_a), veh/h	1468	0	1459	1236	445	396
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.96	0.96	1.00	1.00
Uniform Delay (d), s/veh	2.7	0.0	0.0	0.0	32.8	31.9
Incr Delay (d2), s/veh	0.7	0.0	0.4	0.0	1.5	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	0.2	0.0	1.8	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	3.4	0.0	0.4	0.0	34.3	32.6
LnGrp LOS	A	A	A	A	C	C
Approach Vol, veh/h		525	401		146	
Approach Delay, s/veh		3.4	0.4		33.7	
Approach LOS		A	A		C	

Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			66.4		13.6	66.4
Change Period (Y+Rc), s			4.0		4.0	4.0
Max Green Setting (Gmax), s			52.0		20.0	52.0
Max Q Clear Time (g_c+I1), s			8.9		6.1	2.0
Green Ext Time (p_c), s			4.0		0.3	2.6

Intersection Summary		
HCM 6th Ctrl Delay	6.4	
HCM 6th LOS	A	



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	27	456	330	55	90	44
Future Volume (veh/h)	27	456	330	55	90	44
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	29	496	359	60	98	48
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	89	1378	1459	1236	214	190
Arrive On Green	0.78	0.78	1.00	1.00	0.12	0.12
Sat Flow, veh/h	54	1767	1870	1585	1781	1585
Grp Volume(v), veh/h	525	0	359	60	98	48
Grp Sat Flow(s),veh/h/ln	1820	0	1870	1585	1781	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	4.1	2.2
Cycle Q Clear(g_c), s	6.9	0.0	0.0	0.0	4.1	2.2
Prop In Lane	0.06			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1467	0	1459	1236	214	190
V/C Ratio(X)	0.36	0.00	0.25	0.05	0.46	0.25
Avail Cap(c_a), veh/h	1467	0	1459	1236	445	396
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.96	0.96	1.00	1.00
Uniform Delay (d), s/veh	2.7	0.0	0.0	0.0	32.8	31.9
Incr Delay (d2), s/veh	0.7	0.0	0.4	0.1	1.5	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	0.2	0.0	1.8	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	3.4	0.0	0.4	0.1	34.3	32.6
LnGrp LOS	A	A	A	A	C	C
Approach Vol, veh/h		525	419		146	
Approach Delay, s/veh		3.4	0.3		33.7	
Approach LOS		A	A		C	

Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			66.4		13.6	66.4
Change Period (Y+Rc), s			4.0		4.0	4.0
Max Green Setting (Gmax), s			52.0		20.0	52.0
Max Q Clear Time (g_c+I1), s			8.9		6.1	2.0
Green Ext Time (p_c), s			4.0		0.3	2.6

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

APPENDIX F -

OPENING YEAR 2030 BASELINE PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS

Intersection	
Int Delay, s/veh	9.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	198	21	35	0	100	0	35	54	1	43	0	150
Future Vol, veh/h	198	21	35	0	100	0	35	54	1	43	0	150
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	215	23	38	0	109	0	38	59	1	47	0	163

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	109	0	0	61	0	0	663	581	42	611	600	109
Stage 1	-	-	-	-	-	-	472	472	-	109	109	-
Stage 2	-	-	-	-	-	-	191	109	-	502	491	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1481	-	-	1542	-	-	375	425	1029	406	415	945
Stage 1	-	-	-	-	-	-	573	559	-	896	805	-
Stage 2	-	-	-	-	-	-	811	805	-	552	548	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1481	-	-	1542	-	-	275	361	1029	315	352	945
Mov Cap-2 Maneuver	-	-	-	-	-	-	275	361	-	315	352	-
Stage 1	-	-	-	-	-	-	486	475	-	761	805	-
Stage 2	-	-	-	-	-	-	671	805	-	410	465	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	6.1	0	20.8	13.1
HCM LOS			C	B

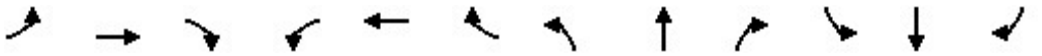
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	324	1481	-	-	1542	-	-	654
HCM Lane V/C Ratio	0.302	0.145	-	-	-	-	-	0.321
HCM Control Delay (s)	20.8	7.8	0	-	0	-	-	13.1
HCM Lane LOS	C	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	1.2	0.5	-	-	0	-	-	1.4



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	196	185	53	226	145	11
Future Volume (veh/h)	196	185	53	226	145	11
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	206	195	56	238	153	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	588	557	111	1456	217	193
Arrive On Green	1.00	1.00	0.06	0.78	0.12	0.12
Sat Flow, veh/h	883	836	1781	1870	1781	1585
Grp Volume(v), veh/h	0	401	56	238	153	12
Grp Sat Flow(s),veh/h/ln	0	1720	1781	1870	1781	1585
Q Serve(g_s), s	0.0	0.0	2.4	2.6	6.6	0.5
Cycle Q Clear(g_c), s	0.0	0.0	2.4	2.6	6.6	0.5
Prop In Lane		0.49	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	1145	111	1456	217	193
V/C Ratio(X)	0.00	0.35	0.50	0.16	0.71	0.06
Avail Cap(c_a), veh/h	0	1145	245	1456	401	357
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.96	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	36.3	2.3	33.7	31.1
Incr Delay (d2), s/veh	0.0	0.8	3.5	0.2	4.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	1.1	0.5	3.0	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.8	39.8	2.5	37.9	31.2
LnGrp LOS	A	A	D	A	D	C
Approach Vol, veh/h	401			294	165	
Approach Delay, s/veh	0.8			9.6	37.4	
Approach LOS	A			A	D	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		13.7	9.0	57.3		66.3
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s		18.0	11.0	39.0		54.0
Max Q Clear Time (g_c+I1), s		8.6	4.4	2.0		4.6
Green Ext Time (p_c), s		0.3	0.0	2.5		1.3

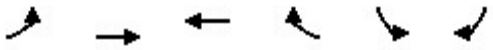
Intersection Summary	
HCM 6th Ctrl Delay	10.8
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	338	16	6	360	21	28	0	22	38	10	300
Future Volume (veh/h)	49	338	16	6	360	21	28	0	22	38	10	300
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	52	356	17	6	379	22	29	0	23	40	11	316
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	107	869	42	19	773	45	81	0	64	300	82	337
Arrive On Green	0.12	0.98	0.98	0.02	0.88	0.88	0.09	0.00	0.09	0.21	0.21	0.21
Sat Flow, veh/h	1781	1770	85	1781	1750	102	942	0	747	1412	388	1585
Grp Volume(v), veh/h	52	0	373	6	0	401	52	0	0	51	0	316
Grp Sat Flow(s),veh/h/ln	1781	0	1855	1781	0	1852	1689	0	0	1800	0	1585
Q Serve(g_s), s	2.2	0.0	0.5	0.3	0.0	3.6	2.3	0.0	0.0	1.8	0.0	15.7
Cycle Q Clear(g_c), s	2.2	0.0	0.5	0.3	0.0	3.6	2.3	0.0	0.0	1.8	0.0	15.7
Prop In Lane	1.00		0.05	1.00		0.05	0.56		0.44	0.78		1.00
Lane Grp Cap(c), veh/h	107	0	911	19	0	818	145	0	0	382	0	337
V/C Ratio(X)	0.49	0.00	0.41	0.31	0.00	0.49	0.36	0.00	0.00	0.13	0.00	0.94
Avail Cap(c_a), veh/h	156	0	911	156	0	818	211	0	0	382	0	337
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.00	0.96	0.96	0.00	0.96	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.1	0.0	0.4	38.8	0.0	2.8	34.5	0.0	0.0	25.5	0.0	31.0
Incr Delay (d2), s/veh	3.3	0.0	1.3	8.3	0.0	2.0	1.5	0.0	0.0	0.2	0.0	33.3
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	1.0	0.0	0.4	0.2	0.0	1.2	1.0	0.0	0.0	0.8	0.0	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.3	0.0	1.7	47.2	0.0	4.8	36.0	0.0	0.0	25.7	0.0	64.3
LnGrp LOS	D	A	A	D	A	A	D	A	A	C	A	E
Approach Vol, veh/h		425			407			52			367	
Approach Delay, s/veh		6.0			5.4			36.0			58.9	
Approach LOS		A			A			D			E	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		10.9	4.9	43.3		21.0	8.8	39.4				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		10.0	7.0	30.0		17.0	7.0	30.0				
Max Q Clear Time (g_c+I1), s		4.3	2.3	2.5		17.7	4.2	5.6				
Green Ext Time (p_c), s		0.1	0.0	2.4		0.0	0.0	2.2				

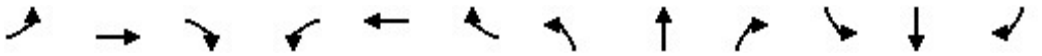
Intersection Summary												
HCM 6th Ctrl Delay			22.6									
HCM 6th LOS			C									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	34	251	491	104	112	103
Future Volume (veh/h)	34	251	491	104	112	103
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	282	552	117	126	116
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	79	1728	934	197	482	429
Arrive On Green	0.04	0.49	0.32	0.32	0.27	0.27
Sat Flow, veh/h	1781	3647	3013	617	1781	1585
Grp Volume(v), veh/h	38	282	335	334	126	116
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1759	1781	1585
Q Serve(g_s), s	0.7	1.5	5.2	5.2	1.8	1.9
Cycle Q Clear(g_c), s	0.7	1.5	5.2	5.2	1.8	1.9
Prop In Lane	1.00			0.35	1.00	1.00
Lane Grp Cap(c), veh/h	79	1728	569	563	482	429
V/C Ratio(X)	0.48	0.16	0.59	0.59	0.26	0.27
Avail Cap(c_a), veh/h	271	3025	1026	1016	1570	1397
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	15.3	4.7	9.4	9.4	9.4	9.4
Incr Delay (d2), s/veh	4.4	0.0	1.0	1.0	0.3	0.3
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	0.3	1.5	1.5	0.5	1.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.8	4.8	10.4	10.4	9.7	9.8
LnGrp LOS	B	A	B	B	A	A
Approach Vol, veh/h		320	669		242	
Approach Delay, s/veh		6.5	10.4		9.7	
Approach LOS		A	B		A	

Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	20.0	12.9	5.5	14.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	28.0	29.0	5.0	19.0
Max Q Clear Time (g_c+I1), s	3.5	3.9	2.7	7.2
Green Ext Time (p_c), s	1.8	0.7	0.0	3.3

Intersection Summary	
HCM 6th Ctrl Delay	9.3
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	103	237	427	170	0	131	0	184	0	0	0
Future Volume (veh/h)	0	103	237	427	170	0	131	0	184	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	130	300	541	215	0	166	0	233	0	0	0
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	3	623	741	604	2056	0	202	0	284	0	3	0
Arrive On Green	0.00	0.18	0.18	0.34	0.58	0.00	0.29	0.00	0.29	0.00	0.00	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3647	0	691	0	970	0	1870	0
Grp Volume(v), veh/h	0	130	300	541	215	0	399	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	0	1661	0	0	0	1870	0
Q Serve(g_s), s	0.0	1.9	7.7	17.9	1.7	0.0	13.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	1.9	7.7	17.9	1.7	0.0	13.9	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.42		0.58	0.00		0.00
Lane Grp Cap(c), veh/h	3	623	741	604	2056	0	486	0	0	0	3	0
V/C Ratio(X)	0.00	0.21	0.40	0.90	0.10	0.00	0.82	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	201	1088	949	803	2290	0	856	0	0	0	301	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	21.9	10.8	19.5	5.9	0.0	20.5	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.4	10.3	0.0	0.0	3.5	0.0	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	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.7	3.8	7.5	0.4	0.0	5.3	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	22.1	11.2	29.7	5.9	0.0	24.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	C	B	C	A	A	C	A	A	A	A	A
Approach Vol, veh/h		430			756			399			0	
Approach Delay, s/veh		14.5			23.0			24.0			0.0	
Approach LOS		B			C			C				

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		22.2	25.0	14.9		0.0	0.0	39.9				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		32.0	28.0	19.0		10.0	7.0	40.0				
Max Q Clear Time (g_c+I1), s		15.9	19.9	9.7		0.0	0.0	3.7				
Green Ext Time (p_c), s		2.3	1.1	1.2		0.0	0.0	1.2				

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



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	108	44	46	714	429	174
Future Volume (veh/h)	108	44	46	714	429	174
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	124	51	53	821	493	200
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	311	277	105	1066	718	608
Arrive On Green	0.17	0.17	0.06	0.57	0.38	0.38
Sat Flow, veh/h	1781	1585	1781	1870	1870	1585
Grp Volume(v), veh/h	124	51	53	821	493	200
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	1870	1585
Q Serve(g_s), s	1.9	0.9	0.9	10.5	6.9	2.8
Cycle Q Clear(g_c), s	1.9	0.9	0.9	10.5	6.9	2.8
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	311	277	105	1066	718	608
V/C Ratio(X)	0.40	0.18	0.50	0.77	0.69	0.33
Avail Cap(c_a), veh/h	909	809	341	2148	1551	1314
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	11.5	11.0	14.3	5.2	8.1	6.8
Incr Delay (d2), s/veh	0.8	0.3	3.7	1.2	1.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.8	0.3	0.4	1.1	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.3	11.4	18.0	6.4	9.3	7.1
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	175			874	693	
Approach Delay, s/veh	12.0			7.1	8.6	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		21.9		9.5	5.8	16.0
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		36.0		16.0	6.0	26.0
Max Q Clear Time (g_c+I1), s		12.5		3.9	2.9	8.9
Green Ext Time (p_c), s		5.3		0.4	0.0	3.0

Intersection Summary	
HCM 6th Ctrl Delay	8.2
HCM 6th LOS	A

Intersection	
Intersection Delay, s/veh	278.6
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	55	204	38	19	120	71	89	714	68	135	502	81
Future Vol, veh/h	55	204	38	19	120	71	89	714	68	135	502	81
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	61	227	42	21	133	79	99	793	76	150	558	90
Number of Lanes	0	1	0	1	1	1	1	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	3	1
HCM Control Delay	64.4	19.1	415.9	276.5
HCM LOS	F	C	F	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	19%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	0%	69%	0%	100%	0%	0%	86%
Vol Right, %	0%	0%	100%	13%	0%	0%	100%	0%	14%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	89	714	68	297	19	120	71	135	583
LT Vol	89	0	0	55	19	0	0	135	0
Through Vol	0	714	0	204	0	120	0	0	502
RT Vol	0	0	68	38	0	0	71	0	81
Lane Flow Rate	99	793	76	330	21	133	79	150	648
Geometry Grp	8	8	8	8	7	7	7	8	8
Degree of Util (X)	0.269	2.047	0.18	0.889	0.059	0.353	0.193	0.409	1.659
Departure Headway (Hd)	10.95	10.423	9.686	12.277	12.504	11.963	11.206	11.535	10.899
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	330	357	372	297	288	303	323	315	337
Service Time	8.65	8.123	7.386	9.977	10.204	9.663	8.906	9.235	8.599
HCM Lane V/C Ratio	0.3	2.221	0.204	1.111	0.073	0.439	0.245	0.476	1.923
HCM Control Delay	17.6	503.8	14.5	64.4	16	21	16.6	22	335.4
HCM Lane LOS	C	F	B	F	C	C	C	C	F
HCM 95th-tile Q	1.1	50.5	0.6	8.1	0.2	1.5	0.7	1.9	33.4

Intersection	
Intersection Delay, s/veh	194.6
Intersection LOS	F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	200	29	51	708	671	111
Future Vol, veh/h	200	29	51	708	671	111
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	238	35	61	843	799	132
Number of Lanes	1	0	0	1	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	20.5	256.1	186
HCM LOS	C	F	F

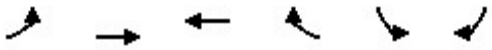
Lane	NBLn1	EBLn1	SBLn1	SBLn2
Vol Left, %	7%	87%	0%	0%
Vol Thru, %	93%	0%	100%	0%
Vol Right, %	0%	13%	0%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	759	229	671	111
LT Vol	51	200	0	0
Through Vol	708	0	671	0
RT Vol	0	29	0	111
Lane Flow Rate	904	273	799	132
Geometry Grp	5	2	7	7
Degree of Util (X)	1.508	0.54	1.408	0.207
Departure Headway (Hd)	6.528	8.239	7.011	6.292
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	569	442	527	573
Service Time	4.528	6.239	4.711	3.992
HCM Lane V/C Ratio	1.589	0.618	1.516	0.23
HCM Control Delay	256.1	20.5	215	10.6
HCM Lane LOS	F	C	F	B
HCM 95th-tile Q	42.4	3.1	34.1	0.8



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	14	174	163	668	507	42
Future Volume (veh/h)	14	174	163	668	507	42
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	200	187	768	583	48
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	647	522	1012	1995	1050	872
Arrive On Green	0.19	0.19	0.56	0.56	0.56	0.56
Sat Flow, veh/h	3456	2790	1543	3647	1870	1552
Grp Volume(v), veh/h	16	200	187	768	583	48
Grp Sat Flow(s),veh/h/ln	1728	1395	772	1777	1870	1552
Q Serve(g_s), s	0.1	2.0	2.8	3.8	6.3	0.4
Cycle Q Clear(g_c), s	0.1	2.0	9.1	3.8	6.3	0.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	647	522	1012	1995	1050	872
V/C Ratio(X)	0.02	0.38	0.18	0.38	0.56	0.06
Avail Cap(c_a), veh/h	1085	876	2181	4687	2467	2047
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	10.6	11.3	7.4	3.9	4.4	3.2
Incr Delay (d2), s/veh	0.0	0.5	0.1	0.1	0.5	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	0.0	0.5	0.2	0.0	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.6	11.8	7.4	4.0	4.9	3.2
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	216			955	631	
Approach Delay, s/veh	11.7			4.7	4.8	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		21.9		10.0		21.9
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		42.0		10.0		42.0
Max Q Clear Time (g_c+I1), s		11.1		4.0		8.3
Green Ext Time (p_c), s		6.8		0.4		3.6

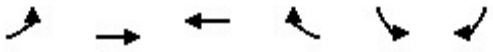
Intersection Summary	
HCM 6th Ctrl Delay	5.6
HCM 6th LOS	A



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	52	342	582	74	61	30
Future Volume (veh/h)	52	342	582	74	61	30
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	55	360	613	78	64	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	181	1154	1477	1252	196	175
Arrive On Green	0.79	0.79	1.00	1.00	0.11	0.11
Sat Flow, veh/h	165	1461	1870	1585	1781	1585
Grp Volume(v), veh/h	415	0	613	78	64	32
Grp Sat Flow(s),veh/h/ln	1626	0	1870	1585	1781	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	2.7	1.5
Cycle Q Clear(g_c), s	4.8	0.0	0.0	0.0	2.7	1.5
Prop In Lane	0.13			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1335	0	1477	1252	196	175
V/C Ratio(X)	0.31	0.00	0.41	0.06	0.33	0.18
Avail Cap(c_a), veh/h	1335	0	1477	1252	423	376
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.86	0.86	1.00	1.00
Uniform Delay (d), s/veh	2.3	0.0	0.0	0.0	32.9	32.3
Incr Delay (d2), s/veh	0.6	0.0	0.7	0.1	1.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.3	0.0	1.2	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	2.9	0.0	0.7	0.1	33.8	32.8
LnGrp LOS	A	A	A	A	C	C
Approach Vol, veh/h		415	691		96	
Approach Delay, s/veh		2.9	0.7		33.5	
Approach LOS		A	A		C	

Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			67.2		12.8	67.2
Change Period (Y+Rc), s			4.0		4.0	4.0
Max Green Setting (Gmax), s			53.0		19.0	53.0
Max Q Clear Time (g_c+I1), s			6.8		4.7	2.0
Green Ext Time (p_c), s			3.3		0.2	5.2

Intersection Summary		
HCM 6th Ctrl Delay	4.1	
HCM 6th LOS	A	



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	52	342	582	106	61	30
Future Volume (veh/h)	52	342	582	106	61	30
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	55	360	613	112	64	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	180	1146	1477	1252	196	175
Arrive On Green	0.79	0.79	1.00	1.00	0.11	0.11
Sat Flow, veh/h	163	1452	1870	1585	1781	1585
Grp Volume(v), veh/h	415	0	613	112	64	32
Grp Sat Flow(s),veh/h/ln	1615	0	1870	1585	1781	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	2.7	1.5
Cycle Q Clear(g_c), s	4.8	0.0	0.0	0.0	2.7	1.5
Prop In Lane	0.13			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1326	0	1477	1252	196	175
V/C Ratio(X)	0.31	0.00	0.41	0.09	0.33	0.18
Avail Cap(c_a), veh/h	1326	0	1477	1252	423	376
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.86	0.86	1.00	1.00
Uniform Delay (d), s/veh	2.3	0.0	0.0	0.0	32.9	32.3
Incr Delay (d2), s/veh	0.6	0.0	0.7	0.1	1.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.3	0.0	1.2	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	2.9	0.0	0.7	0.1	33.8	32.8
LnGrp LOS	A	A	A	A	C	C
Approach Vol, veh/h		415	725		96	
Approach Delay, s/veh		2.9	0.6		33.5	
Approach LOS		A	A		C	

Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			67.2		12.8	67.2
Change Period (Y+Rc), s			4.0		4.0	4.0
Max Green Setting (Gmax), s			53.0		19.0	53.0
Max Q Clear Time (g_c+I1), s			6.8		4.7	2.0
Green Ext Time (p_c), s			3.3		0.2	5.3

Intersection Summary		
HCM 6th Ctrl Delay	3.9	
HCM 6th LOS	A	

Intersection	
Int Delay, s/veh	12

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	171	45	31	8	74	0	22	43	7	60	65	176
Future Vol, veh/h	171	45	31	8	74	0	22	43	7	60	65	176
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	186	49	34	9	80	0	24	47	8	65	71	191

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	80	0	0	83	0	0	667	536	66	564	553	80
Stage 1	-	-	-	-	-	-	438	438	-	98	98	-
Stage 2	-	-	-	-	-	-	229	98	-	466	455	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1518	-	-	1514	-	-	372	451	998	436	441	980
Stage 1	-	-	-	-	-	-	597	579	-	908	814	-
Stage 2	-	-	-	-	-	-	774	814	-	577	569	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1518	-	-	1514	-	-	231	391	998	353	382	980
Mov Cap-2 Maneuver	-	-	-	-	-	-	231	391	-	353	382	-
Stage 1	-	-	-	-	-	-	520	504	-	791	809	-
Stage 2	-	-	-	-	-	-	565	809	-	452	496	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	5.3	0.7	18.8	19
HCM LOS			C	C

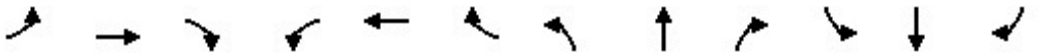
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	339	1518	-	-	1514	-	-	579
HCM Lane V/C Ratio	0.231	0.122	-	-	0.006	-	-	0.565
HCM Control Delay (s)	18.8	7.7	0	-	7.4	0	-	19
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.9	0.4	-	-	0	-	-	3.5



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	268	287	59	193	109	12
Future Volume (veh/h)	268	287	59	193	109	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	282	302	62	203	115	13
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	551	590	117	1463	210	187
Arrive On Green	1.00	1.00	0.07	0.78	0.12	0.12
Sat Flow, veh/h	826	885	1781	1870	1781	1585
Grp Volume(v), veh/h	0	584	62	203	115	13
Grp Sat Flow(s),veh/h/ln	0	1711	1781	1870	1781	1585
Q Serve(g_s), s	0.0	0.0	2.7	2.1	4.9	0.6
Cycle Q Clear(g_c), s	0.0	0.0	2.7	2.1	4.9	0.6
Prop In Lane		0.52	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	1141	117	1463	210	187
V/C Ratio(X)	0.00	0.51	0.53	0.14	0.55	0.07
Avail Cap(c_a), veh/h	0	1141	245	1463	401	357
HCM Platoon Ratio	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.86	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	36.2	2.1	33.3	31.4
Incr Delay (d2), s/veh	0.0	1.4	3.7	0.2	2.2	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	0.0	0.4	1.2	0.4	2.2	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	1.4	39.9	2.3	35.5	31.5
LnGrp LOS	A	A	D	A	D	C
Approach Vol, veh/h	584			265	128	
Approach Delay, s/veh	1.4			11.1	35.1	
Approach LOS	A			B	D	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		13.4	9.2	57.3		66.6
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s		18.0	11.0	39.0		54.0
Max Q Clear Time (g_c+I1), s		6.9	4.7	2.0		4.1
Green Ext Time (p_c), s		0.2	0.0	4.1		1.1

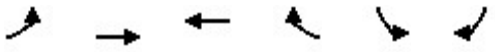
Intersection Summary	
HCM 6th Ctrl Delay	8.5
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	499	33	8	282	16	28	2	21	45	23	130
Future Volume (veh/h)	96	499	33	8	282	16	28	2	21	45	23	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	101	525	35	8	297	17	29	2	22	47	24	137
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	139	998	67	25	896	51	80	6	61	148	76	196
Arrive On Green	0.16	1.00	1.00	0.03	1.00	1.00	0.09	0.09	0.09	0.12	0.12	0.12
Sat Flow, veh/h	1781	1734	116	1781	1752	100	929	64	704	1198	612	1585
Grp Volume(v), veh/h	101	0	560	8	0	314	53	0	0	71	0	137
Grp Sat Flow(s),veh/h/ln	1781	0	1849	1781	0	1852	1697	0	0	1810	0	1585
Q Serve(g_s), s	4.3	0.0	0.0	0.4	0.0	0.0	2.4	0.0	0.0	2.9	0.0	6.6
Cycle Q Clear(g_c), s	4.3	0.0	0.0	0.4	0.0	0.0	2.4	0.0	0.0	2.9	0.0	6.6
Prop In Lane	1.00		0.06	1.00		0.05	0.55		0.42	0.66		1.00
Lane Grp Cap(c), veh/h	139	0	1064	25	0	947	147	0	0	224	0	196
V/C Ratio(X)	0.72	0.00	0.53	0.32	0.00	0.33	0.36	0.00	0.00	0.32	0.00	0.70
Avail Cap(c_a), veh/h	156	0	1064	156	0	947	212	0	0	430	0	376
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.00	0.92	0.98	0.00	0.98	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.9	0.0	0.0	38.5	0.0	0.0	34.5	0.0	0.0	32.0	0.0	33.6
Incr Delay (d2), s/veh	12.7	0.0	1.7	6.8	0.0	0.9	1.5	0.0	0.0	0.8	0.0	4.4
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	2.2	0.0	0.5	0.2	0.0	0.2	1.0	0.0	0.0	1.3	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.6	0.0	1.7	45.2	0.0	0.9	35.9	0.0	0.0	32.8	0.0	38.1
LnGrp LOS	D	A	A	D	A	A	D	A	A	C	A	D
Approach Vol, veh/h		661			322			53			208	
Approach Delay, s/veh		8.4			2.0			35.9			36.3	
Approach LOS		A			A			D			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		10.9	5.1	50.0		13.9	10.3	44.9				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		10.0	7.0	28.0		19.0	7.0	28.0				
Max Q Clear Time (g_c+I1), s		4.4	2.4	2.0		8.6	6.3	2.0				
Green Ext Time (p_c), s		0.1	0.0	4.0		0.6	0.0	1.7				

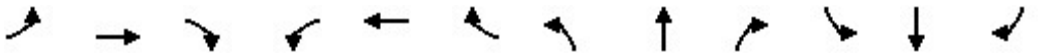
Intersection Summary	
HCM 6th Ctrl Delay	12.6
HCM 6th LOS	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	94	401	243	171	145	104
Future Volume (veh/h)	94	401	243	171	145	104
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	106	451	273	192	163	117
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	165	1770	586	399	481	428
Arrive On Green	0.09	0.50	0.29	0.29	0.27	0.27
Sat Flow, veh/h	1781	3647	2116	1377	1781	1585
Grp Volume(v), veh/h	106	451	239	226	163	117
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1622	1781	1585
Q Serve(g_s), s	2.0	2.5	3.8	4.0	2.5	2.0
Cycle Q Clear(g_c), s	2.0	2.5	3.8	4.0	2.5	2.0
Prop In Lane	1.00			0.85	1.00	1.00
Lane Grp Cap(c), veh/h	165	1770	515	470	481	428
V/C Ratio(X)	0.64	0.25	0.46	0.48	0.34	0.27
Avail Cap(c_a), veh/h	310	2987	978	893	1445	1286
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	15.1	5.0	10.1	10.1	10.1	9.9
Incr Delay (d2), s/veh	4.2	0.1	0.7	0.8	0.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.5	1.2	1.1	0.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.3	5.1	10.7	10.9	10.5	10.3
LnGrp LOS	B	A	B	B	B	B
Approach Vol, veh/h		557	465		280	
Approach Delay, s/veh		7.8	10.8		10.4	
Approach LOS		A	B		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			21.2		13.3	7.2	14.0
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			29.0		28.0	6.0	19.0
Max Q Clear Time (g_c+I1), s			4.5		4.5	4.0	6.0
Green Ext Time (p_c), s			3.1		0.8	0.0	2.4

Intersection Summary	
HCM 6th Ctrl Delay	9.4
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	193	154	197	155	0	127	0	309	0	0	0
Future Volume (veh/h)	0	193	154	197	155	0	127	0	309	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	244	195	249	196	0	161	0	391	0	0	0
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	4	703	958	282	1546	0	194	0	472	0	4	0
Arrive On Green	0.00	0.20	0.20	0.16	0.43	0.00	0.41	0.00	0.41	0.00	0.00	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3647	0	478	0	1160	0	1870	0
Grp Volume(v), veh/h	0	244	195	249	196	0	552	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	0	1638	0	0	0	1870	0
Q Serve(g_s), s	0.0	3.0	2.8	6.9	1.7	0.0	15.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	3.0	2.8	6.9	1.7	0.0	15.3	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.29		0.71	0.00		0.00
Lane Grp Cap(c), veh/h	4	703	958	282	1546	0	666	0	0	0	4	0
V/C Ratio(X)	0.00	0.35	0.20	0.88	0.13	0.00	0.83	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	247	1335	1240	282	1546	0	1036	0	0	0	370	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	17.5	4.5	20.8	8.5	0.0	13.4	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.1	26.4	0.0	0.0	3.3	0.0	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	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.0	1.6	4.3	0.4	0.0	5.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	17.8	4.6	47.2	8.6	0.0	16.8	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	B	A	D	A	A	B	A	A	A	A	A
Approach Vol, veh/h		439			445			552			0	
Approach Delay, s/veh		11.9			30.2			16.8			0.0	
Approach LOS		B			C			B				

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		24.6	12.0	14.0		0.0	0.0	26.0				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		32.0	8.0	19.0		10.0	7.0	20.0				
Max Q Clear Time (g_c+I1), s		17.3	8.9	5.0		0.0	0.0	3.7				
Green Ext Time (p_c), s		3.3	0.0	1.6		0.0	0.0	0.8				

Intersection Summary	
HCM 6th Ctrl Delay	19.5
HCM 6th LOS	B



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	214	57	40	591	994	210
Future Volume (veh/h)	214	57	40	591	994	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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	246	66	46	679	1143	241
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	286	255	66	1409	1250	1059
Arrive On Green	0.16	0.16	0.04	0.75	0.67	0.67
Sat Flow, veh/h	1781	1585	1781	1870	1870	1585
Grp Volume(v), veh/h	246	66	46	679	1143	241
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	1870	1585
Q Serve(g_s), s	12.6	3.4	2.4	13.1	48.7	5.6
Cycle Q Clear(g_c), s	12.6	3.4	2.4	13.1	48.7	5.6
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	286	255	66	1409	1250	1059
V/C Ratio(X)	0.86	0.26	0.69	0.48	0.91	0.23
Avail Cap(c_a), veh/h	382	339	109	1843	1638	1389
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	38.2	34.3	44.4	4.5	13.2	6.1
Incr Delay (d2), s/veh	13.9	0.5	12.1	0.3	6.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	3.2	1.2	2.6	15.9	1.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	52.1	34.8	56.5	4.7	20.1	6.2
LnGrp LOS	D	C	E	A	C	A
Approach Vol, veh/h	312			725	1384	
Approach Delay, s/veh	48.4			8.0	17.7	
Approach LOS	D			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		74.4		19.0	8.0	66.4
Change Period (Y+Rc), s		4.0		4.0	4.5	4.0
Max Green Setting (Gmax), s		92.0		20.0	5.7	81.8
Max Q Clear Time (g_c+I1), s		15.1		14.6	4.4	50.7
Green Ext Time (p_c), s		4.4		0.5	0.0	11.7

Intersection Summary		
HCM 6th Ctrl Delay		18.7
HCM 6th LOS		B

Intersection	
Intersection Delay, s/veh	510.5
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	67	171	96	82	204	242	68	603	72	146	944	37
Future Vol, veh/h	67	171	96	82	204	242	68	603	72	146	944	37
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	74	190	107	91	227	269	76	670	80	162	1049	41
Number of Lanes	0	1	0	1	1	1	1	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	3	1
HCM Control Delay	141.7	36.4	408.5	909.1
HCM LOS	F	E	F	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	20%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	0%	51%	0%	100%	0%	0%	96%
Vol Right, %	0%	0%	100%	29%	0%	0%	100%	0%	4%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	68	603	72	334	82	204	242	146	981
LT Vol	68	0	0	67	82	0	0	146	0
Through Vol	0	603	0	171	0	204	0	0	944
RT Vol	0	0	72	96	0	0	242	0	37
Lane Flow Rate	76	670	80	371	91	227	269	162	1090
Geometry Grp	8	8	8	8	7	7	7	8	8
Degree of Util (X)	0.237	2.006	0.224	1.127	0.261	0.617	0.68	0.505	3.234
Departure Headway (Hd)	15.435	14.889	14.123	15.987	14.695	14.14	13.365	13.782	13.204
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	234	255	256	230	246	258	274	264	294
Service Time	13.135	12.589	11.823	13.687	12.395	11.84	11.065	11.482	10.904
HCM Lane V/C Ratio	0.325	2.627	0.313	1.613	0.37	0.88	0.982	0.614	3.707
HCM Control Delay	22.9	498.3	20.9	141.7	22.5	37.2	40.4	29.8	1040
HCM Lane LOS	C	F	C	F	C	E	E	D	F
HCM 95th-tile Q	0.9	35.5	0.8	11.7	1	3.7	4.5	2.6	80.3

Intersection	
Intersection Delay, s/veh	456.9
Intersection LOS	F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	172	30	87	741	1236	253
Future Vol, veh/h	172	30	87	741	1236	253
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	205	36	104	882	1471	301
Number of Lanes	1	0	0	1	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	19.5	307.2	599.4
HCM LOS	C	F	F

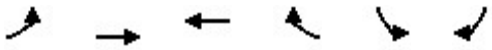
Lane	NBLn1	EBLn1	SBLn1	SBLn2
Vol Left, %	11%	85%	0%	0%
Vol Thru, %	89%	0%	100%	0%
Vol Right, %	0%	15%	0%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	828	202	1236	253
LT Vol	87	172	0	0
Through Vol	741	0	1236	0
RT Vol	0	30	0	253
Lane Flow Rate	986	240	1471	301
Geometry Grp	5	2	7	7
Degree of Util (X)	1.623	0.475	2.552	0.464
Departure Headway (Hd)	6.893	8.807	6.912	6.193
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	532	411	544	587
Service Time	4.893	6.807	4.612	3.893
HCM Lane V/C Ratio	1.853	0.584	2.704	0.513
HCM Control Delay	307.2	19.5	719.2	14.1
HCM Lane LOS	F	C	F	B
HCM 95th-tile Q	47.4	2.5	105.8	2.4



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	70	188	127	626	845	133
Future Volume (veh/h)	70	188	127	626	845	133
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	80	216	146	720	971	153
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	528	426	623	2373	1249	1037
Arrive On Green	0.15	0.15	0.67	0.67	0.67	0.67
Sat Flow, veh/h	3456	2790	972	3647	1870	1552
Grp Volume(v), veh/h	80	216	146	720	971	153
Grp Sat Flow(s),veh/h/ln	1728	1395	486	1777	1870	1552
Q Serve(g_s), s	0.9	3.2	5.4	3.8	16.0	1.6
Cycle Q Clear(g_c), s	0.9	3.2	21.5	3.8	16.0	1.6
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	528	426	623	2373	1249	1037
V/C Ratio(X)	0.15	0.51	0.23	0.30	0.78	0.15
Avail Cap(c_a), veh/h	542	438	954	3583	1886	1565
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	16.4	17.4	12.5	3.1	5.1	2.7
Incr Delay (d2), s/veh	0.1	0.9	0.2	0.1	1.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.9	0.4	0.1	0.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.5	18.3	12.7	3.2	6.3	2.8
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	296			866	1124	
Approach Delay, s/veh	17.8			4.8	5.8	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		33.8		10.8		33.8
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		45.0		7.0		45.0
Max Q Clear Time (g_c+I1), s		23.5		5.2		18.0
Green Ext Time (p_c), s		6.4		0.2		8.0

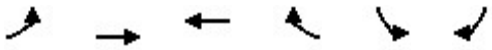
Intersection Summary		
HCM 6th Ctrl Delay	7.0	
HCM 6th LOS	A	



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	27	539	385	39	90	44
Future Volume (veh/h)	27	539	385	39	90	44
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	28	567	405	41	95	46
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	80	1394	1460	1237	213	189
Arrive On Green	0.78	0.78	1.00	1.00	0.12	0.12
Sat Flow, veh/h	42	1786	1870	1585	1781	1585
Grp Volume(v), veh/h	595	0	405	41	95	46
Grp Sat Flow(s),veh/h/ln	1829	0	1870	1585	1781	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	4.0	2.1
Cycle Q Clear(g_c), s	8.2	0.0	0.0	0.0	4.0	2.1
Prop In Lane	0.05			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1474	0	1460	1237	213	189
V/C Ratio(X)	0.40	0.00	0.28	0.03	0.45	0.24
Avail Cap(c_a), veh/h	1474	0	1460	1237	445	396
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.93	0.93	1.00	1.00
Uniform Delay (d), s/veh	2.8	0.0	0.0	0.0	32.8	31.9
Incr Delay (d2), s/veh	0.8	0.0	0.4	0.0	1.5	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	0.2	0.0	1.8	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	3.7	0.0	0.4	0.0	34.2	32.6
LnGrp LOS	A	A	A	A	C	C
Approach Vol, veh/h		595	446		141	
Approach Delay, s/veh		3.7	0.4		33.7	
Approach LOS		A	A		C	

Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			66.4		13.6	66.4
Change Period (Y+Rc), s			4.0		4.0	4.0
Max Green Setting (Gmax), s			52.0		20.0	52.0
Max Q Clear Time (g_c+I1), s			10.2		6.0	2.0
Green Ext Time (p_c), s			4.7		0.3	3.0

Intersection Summary		
HCM 6th Ctrl Delay		6.0
HCM 6th LOS		A



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	27	539	385	55	90	44
Future Volume (veh/h)	27	539	385	55	90	44
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	28	567	405	58	95	46
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	80	1393	1460	1237	213	189
Arrive On Green	0.78	0.78	1.00	1.00	0.12	0.12
Sat Flow, veh/h	42	1785	1870	1585	1781	1585
Grp Volume(v), veh/h	595	0	405	58	95	46
Grp Sat Flow(s),veh/h/ln	1827	0	1870	1585	1781	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	4.0	2.1
Cycle Q Clear(g_c), s	8.2	0.0	0.0	0.0	4.0	2.1
Prop In Lane	0.05			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1473	0	1460	1237	213	189
V/C Ratio(X)	0.40	0.00	0.28	0.05	0.45	0.24
Avail Cap(c_a), veh/h	1473	0	1460	1237	445	396
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.93	0.93	1.00	1.00
Uniform Delay (d), s/veh	2.8	0.0	0.0	0.0	32.8	31.9
Incr Delay (d2), s/veh	0.8	0.0	0.4	0.1	1.5	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	0.2	0.0	1.8	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	3.7	0.0	0.4	0.1	34.2	32.6
LnGrp LOS	A	A	A	A	C	C
Approach Vol, veh/h		595	463		141	
Approach Delay, s/veh		3.7	0.4		33.7	
Approach LOS		A	A		C	

Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			66.4		13.6	66.4
Change Period (Y+Rc), s			4.0		4.0	4.0
Max Green Setting (Gmax), s			52.0		20.0	52.0
Max Q Clear Time (g_c+I1), s			10.2		6.0	2.0
Green Ext Time (p_c), s			4.7		0.3	3.0

Intersection Summary		
HCM 6th Ctrl Delay		5.9
HCM 6th LOS		A

APPENDIX G -

OPENING YEAR 2030 PLUS PROJECT PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS

Intersection	
Int Delay, s/veh	9.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	200	22	35	0	105	0	35	54	1	43	0	157
Future Vol, veh/h	200	22	35	0	105	0	35	54	1	43	0	157
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	217	24	38	0	114	0	38	59	1	47	0	171

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	114	0	0	62	0	0	677	591	43	621	610	114
Stage 1	-	-	-	-	-	-	477	477	-	114	114	-
Stage 2	-	-	-	-	-	-	200	114	-	507	496	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1475	-	-	1541	-	-	367	420	1027	400	409	939
Stage 1	-	-	-	-	-	-	569	556	-	891	801	-
Stage 2	-	-	-	-	-	-	802	801	-	548	545	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1475	-	-	1541	-	-	265	356	1027	309	346	939
Mov Cap-2 Maneuver	-	-	-	-	-	-	265	356	-	309	346	-
Stage 1	-	-	-	-	-	-	482	471	-	755	801	-
Stage 2	-	-	-	-	-	-	656	801	-	406	462	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	6.1	0	21.4	13.2
HCM LOS			C	B

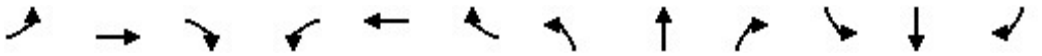
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	316	1475	-	-	1541	-	-	653
HCM Lane V/C Ratio	0.31	0.147	-	-	-	-	-	0.333
HCM Control Delay (s)	21.4	7.9	0	-	0	-	-	13.2
HCM Lane LOS	C	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	1.3	0.5	-	-	0	-	-	1.5



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	198	190	53	237	153	11
Future Volume (veh/h)	198	190	53	237	153	11
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	208	200	56	249	161	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	583	561	111	1455	218	194
Arrive On Green	1.00	1.00	0.06	0.78	0.12	0.12
Sat Flow, veh/h	876	843	1781	1870	1781	1585
Grp Volume(v), veh/h	0	408	56	249	161	12
Grp Sat Flow(s),veh/h/ln	0	1719	1781	1870	1781	1585
Q Serve(g_s), s	0.0	0.0	2.4	2.7	7.0	0.5
Cycle Q Clear(g_c), s	0.0	0.0	2.4	2.7	7.0	0.5
Prop In Lane		0.49	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	1144	111	1455	218	194
V/C Ratio(X)	0.00	0.36	0.50	0.17	0.74	0.06
Avail Cap(c_a), veh/h	0	1144	200	1455	423	376
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.95	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	36.3	2.3	33.9	31.0
Incr Delay (d2), s/veh	0.0	0.8	3.5	0.3	4.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	1.1	0.5	3.2	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.8	39.8	2.5	38.7	31.2
LnGrp LOS	A	A	D	A	D	C
Approach Vol, veh/h	408			305	173	
Approach Delay, s/veh	0.8			9.4	38.2	
Approach LOS	A			A	D	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		13.8	9.0	57.2		66.2
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s		19.0	9.0	40.0		53.0
Max Q Clear Time (g_c+I1), s		9.0	4.4	2.0		4.7
Green Ext Time (p_c), s		0.3	0.0	2.6		1.4

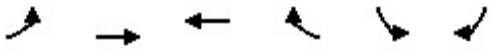
Intersection Summary	
HCM 6th Ctrl Delay	11.1
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	346	16	6	380	21	30	0	22	38	10	324
Future Volume (veh/h)	51	346	16	6	380	21	30	0	22	38	10	324
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	54	364	17	6	400	22	32	0	23	40	11	341
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	844	39	19	748	41	87	0	62	318	87	357
Arrive On Green	0.12	0.95	0.95	0.02	0.85	0.85	0.09	0.00	0.09	0.22	0.22	0.22
Sat Flow, veh/h	1781	1772	83	1781	1756	97	985	0	708	1412	388	1585
Grp Volume(v), veh/h	54	0	381	6	0	422	55	0	0	51	0	341
Grp Sat Flow(s),veh/h/ln	1781	0	1855	1781	0	1853	1694	0	0	1800	0	1585
Q Serve(g_s), s	2.3	0.0	1.3	0.3	0.0	5.0	2.4	0.0	0.0	1.8	0.0	17.0
Cycle Q Clear(g_c), s	2.3	0.0	1.3	0.3	0.0	5.0	2.4	0.0	0.0	1.8	0.0	17.0
Prop In Lane	1.00		0.04	1.00		0.05	0.58		0.42	0.78		1.00
Lane Grp Cap(c), veh/h	109	0	883	19	0	789	149	0	0	405	0	357
V/C Ratio(X)	0.50	0.00	0.43	0.31	0.00	0.54	0.37	0.00	0.00	0.13	0.00	0.96
Avail Cap(c_a), veh/h	156	0	883	156	0	789	212	0	0	405	0	357
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.00	0.95	0.95	0.00	0.95	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.0	0.0	1.0	38.8	0.0	3.8	34.4	0.0	0.0	24.7	0.0	30.6
Incr Delay (d2), s/veh	3.3	0.0	1.5	8.2	0.0	2.5	1.5	0.0	0.0	0.1	0.0	36.2
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	1.0	0.0	0.7	0.2	0.0	1.6	1.0	0.0	0.0	0.8	0.0	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.2	0.0	2.5	47.1	0.0	6.3	35.9	0.0	0.0	24.9	0.0	66.8
LnGrp LOS	D	A	A	D	A	A	D	A	A	C	A	E
Approach Vol, veh/h		435			428			55			392	
Approach Delay, s/veh		6.8			6.8			35.9			61.3	
Approach LOS		A			A			D			E	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.1	4.9	42.1		22.0	8.9	38.1				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		10.0	7.0	29.0		18.0	7.0	29.0				
Max Q Clear Time (g_c+I1), s		4.4	2.3	3.3		19.0	4.3	7.0				
Green Ext Time (p_c), s		0.1	0.0	2.4		0.0	0.0	2.3				

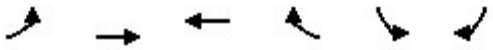
Intersection Summary												
HCM 6th Ctrl Delay			24.4									
HCM 6th LOS			C									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	34	259	493	107	125	103
Future Volume (veh/h)	34	259	493	107	125	103
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	291	554	120	140	116
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	79	1726	932	201	486	433
Arrive On Green	0.04	0.49	0.32	0.32	0.27	0.27
Sat Flow, veh/h	1781	3647	3000	627	1781	1585
Grp Volume(v), veh/h	38	291	338	336	140	116
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1757	1781	1585
Q Serve(g_s), s	0.7	1.5	5.3	5.3	2.1	1.9
Cycle Q Clear(g_c), s	0.7	1.5	5.3	5.3	2.1	1.9
Prop In Lane	1.00			0.36	1.00	1.00
Lane Grp Cap(c), veh/h	79	1726	570	563	486	433
V/C Ratio(X)	0.48	0.17	0.59	0.60	0.29	0.27
Avail Cap(c_a), veh/h	306	3076	1018	1007	1520	1353
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	15.5	4.8	9.5	9.5	9.5	9.5
Incr Delay (d2), s/veh	4.4	0.0	1.0	1.0	0.3	0.3
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	0.3	1.6	1.6	0.6	1.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.9	4.8	10.4	10.5	9.8	9.8
LnGrp LOS	B	A	B	B	A	A
Approach Vol, veh/h		329	674		256	
Approach Delay, s/veh		6.6	10.5		9.8	
Approach LOS		A	B		A	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			20.1		13.1	5.5	14.6
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			28.7		28.3	5.7	19.0
Max Q Clear Time (g_c+I1), s			3.5		4.1	2.7	7.3
Green Ext Time (p_c), s			1.9		0.7	0.0	3.3

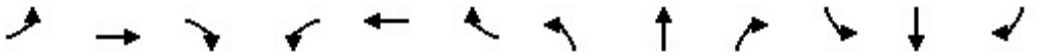
Intersection Summary	
HCM 6th Ctrl Delay	9.3
HCM 6th LOS	A



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	34	259	493	107	125	103
Future Volume (veh/h)	34	259	493	107	125	103
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	291	554	120	140	116
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	79	1726	932	201	486	503
Arrive On Green	0.04	0.49	0.32	0.32	0.27	0.27
Sat Flow, veh/h	1781	3647	3000	627	1781	1585
Grp Volume(v), veh/h	38	291	338	336	140	116
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1757	1781	1585
Q Serve(g_s), s	0.7	1.5	5.3	5.3	2.1	1.8
Cycle Q Clear(g_c), s	0.7	1.5	5.3	5.3	2.1	1.8
Prop In Lane	1.00			0.36	1.00	1.00
Lane Grp Cap(c), veh/h	79	1726	570	563	486	503
V/C Ratio(X)	0.48	0.17	0.59	0.60	0.29	0.23
Avail Cap(c_a), veh/h	312	3086	1018	1007	1515	1419
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	15.5	4.8	9.5	9.5	9.5	8.3
Incr Delay (d2), s/veh	4.4	0.0	1.0	1.0	0.3	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	0.3	0.3	1.6	1.6	0.6	1.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.9	4.8	10.4	10.5	9.8	8.6
LnGrp LOS	B	A	B	B	A	A
Approach Vol, veh/h		329	674		256	
Approach Delay, s/veh		6.6	10.5		9.3	
Approach LOS		A	B		A	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			20.1		13.1	5.5	14.6
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			28.8		28.2	5.8	19.0
Max Q Clear Time (g_c+I1), s			3.5		4.1	2.7	7.3
Green Ext Time (p_c), s			1.9		0.7	0.0	3.3

Intersection Summary	
HCM 6th Ctrl Delay	9.2
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	108	237	428	171	0	131	0	189	0	0	0
Future Volume (veh/h)	0	108	237	428	171	0	131	0	189	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	137	300	542	216	0	166	0	239	0	0	0
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	3	620	745	604	2051	0	201	0	290	0	3	0
Arrive On Green	0.00	0.17	0.17	0.34	0.58	0.00	0.30	0.00	0.30	0.00	0.00	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3647	0	680	0	980	0	1870	0
Grp Volume(v), veh/h	0	137	300	542	216	0	405	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	0	1660	0	0	0	1870	0
Q Serve(g_s), s	0.0	2.1	7.8	18.2	1.7	0.0	14.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	2.1	7.8	18.2	1.7	0.0	14.3	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.41		0.59	0.00		0.00
Lane Grp Cap(c), veh/h	3	620	745	604	2051	0	491	0	0	0	3	0
V/C Ratio(X)	0.00	0.22	0.40	0.90	0.11	0.00	0.83	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	198	1075	948	794	2263	0	846	0	0	0	298	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	22.3	10.9	19.7	6.0	0.0	20.6	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.4	10.7	0.0	0.0	3.6	0.0	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	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.8	3.9	7.6	0.4	0.0	5.4	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	22.4	11.2	30.4	6.0	0.0	24.2	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	C	B	C	A	A	C	A	A	A	A	A
Approach Vol, veh/h		437			758			405			0	
Approach Delay, s/veh		14.7			23.5			24.2			0.0	
Approach LOS		B			C			C				

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		22.6	25.3	15.0		0.0	0.0	40.3				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		32.0	28.0	19.0		10.0	7.0	40.0				
Max Q Clear Time (g_c+I1), s		16.3	20.2	9.8		0.0	0.0	3.7				
Green Ext Time (p_c), s		2.3	1.1	1.2		0.0	0.0	1.2				

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



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	111	44	46	714	429	187
Future Volume (veh/h)	111	44	46	714	429	187
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	128	51	53	821	493	215
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	313	279	105	1066	718	608
Arrive On Green	0.18	0.18	0.06	0.57	0.38	0.38
Sat Flow, veh/h	1781	1585	1781	1870	1870	1585
Grp Volume(v), veh/h	128	51	53	821	493	215
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	1870	1585
Q Serve(g_s), s	2.0	0.9	0.9	10.6	6.9	3.0
Cycle Q Clear(g_c), s	2.0	0.9	0.9	10.6	6.9	3.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	313	279	105	1066	718	608
V/C Ratio(X)	0.41	0.18	0.50	0.77	0.69	0.35
Avail Cap(c_a), veh/h	906	806	340	2141	1546	1310
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	11.5	11.0	14.4	5.2	8.1	6.9
Incr Delay (d2), s/veh	0.9	0.3	3.7	1.2	1.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.8	0.3	0.4	1.1	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.4	11.3	18.1	6.4	9.3	7.3
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	179			874	708	
Approach Delay, s/veh	12.1			7.1	8.7	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		21.9		9.5	5.9	16.1
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		36.0		16.0	6.0	26.0
Max Q Clear Time (g_c+I1), s		12.6		4.0	2.9	8.9
Green Ext Time (p_c), s		5.3		0.4	0.0	3.1

Intersection Summary	
HCM 6th Ctrl Delay	8.2
HCM 6th LOS	A



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	111	44	46	714	429	187
Future Volume (veh/h)	111	44	46	714	429	187
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	128	51	53	821	493	215
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	313	372	105	1066	718	887
Arrive On Green	0.18	0.18	0.06	0.57	0.38	0.38
Sat Flow, veh/h	1781	1585	1781	1870	1870	1585
Grp Volume(v), veh/h	128	51	53	821	493	215
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	1870	1585
Q Serve(g_s), s	2.0	0.8	0.9	10.6	6.9	2.2
Cycle Q Clear(g_c), s	2.0	0.8	0.9	10.6	6.9	2.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	313	372	105	1066	718	887
V/C Ratio(X)	0.41	0.14	0.50	0.77	0.69	0.24
Avail Cap(c_a), veh/h	906	900	340	2141	1546	1589
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	11.5	9.5	14.4	5.2	8.1	3.5
Incr Delay (d2), s/veh	0.9	0.2	3.7	1.2	1.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.8	0.3	0.4	1.1	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.4	9.7	18.1	6.4	9.3	3.7
LnGrp LOS	B	A	B	A	A	A
Approach Vol, veh/h	179			874	708	
Approach Delay, s/veh	11.6			7.1	7.6	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		21.9		9.5	5.9	16.1
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		36.0		16.0	6.0	26.0
Max Q Clear Time (g_c+I1), s		12.6		4.0	2.9	8.9
Green Ext Time (p_c), s		5.3		0.4	0.0	3.1

Intersection Summary	
HCM 6th Ctrl Delay	7.8
HCM 6th LOS	A

Intersection	
Intersection Delay, s/veh	283.7
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	55	204	41	19	120	71	89	716	68	135	510	81
Future Vol, veh/h	55	204	41	19	120	71	89	716	68	135	510	81
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	61	227	46	21	133	79	99	796	76	150	567	90
Number of Lanes	0	1	0	1	1	1	1	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	3	1
HCM Control Delay	66.1	19.2	419.9	286.4
HCM LOS	F	C	F	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	18%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	0%	68%	0%	100%	0%	0%	86%
Vol Right, %	0%	0%	100%	14%	0%	0%	100%	0%	14%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	89	716	68	300	19	120	71	135	591
LT Vol	89	0	0	55	19	0	0	135	0
Through Vol	0	716	0	204	0	120	0	0	510
RT Vol	0	0	68	41	0	0	71	0	81
Lane Flow Rate	99	796	76	333	21	133	79	150	657
Geometry Grp	8	8	8	8	7	7	7	8	8
Degree of Util (X)	0.269	2.057	0.181	0.897	0.059	0.353	0.194	0.41	1.685
Departure Headway (Hd)	11.008	10.481	9.743	12.322	12.566	12.024	11.266	11.571	10.937
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	328	358	371	297	287	301	321	314	341
Service Time	8.708	8.181	7.443	10.022	10.266	9.724	8.966	9.271	8.637
HCM Lane V/C Ratio	0.302	2.223	0.205	1.121	0.073	0.442	0.246	0.478	1.927
HCM Control Delay	17.7	508.4	14.6	66.1	16.1	21.1	16.7	22.1	346.8
HCM Lane LOS	C	F	B	F	C	C	C	C	F
HCM 95th-tile Q	1.1	50.6	0.7	8.2	0.2	1.5	0.7	1.9	34.3

Intersection	
Intersection Delay, s/veh	198.7
Intersection LOS	F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	200	31	51	710	678	111
Future Vol, veh/h	200	31	51	710	678	111
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	238	37	61	845	807	132
Number of Lanes	1	0	0	1	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	20.7	259.2	192.4
HCM LOS	C	F	F

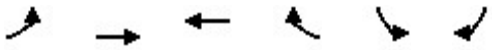
Lane	NBLn1	EBLn1	SBLn1	SBLn2
Vol Left, %	7%	87%	0%	0%
Vol Thru, %	93%	0%	100%	0%
Vol Right, %	0%	13%	0%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	761	231	678	111
LT Vol	51	200	0	0
Through Vol	710	0	678	0
RT Vol	0	31	0	111
Lane Flow Rate	906	275	807	132
Geometry Grp	5	2	7	7
Degree of Util (X)	1.515	0.544	1.425	0.208
Departure Headway (Hd)	6.552	8.253	7.03	6.31
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	562	440	525	572
Service Time	4.552	6.253	4.73	4.01
HCM Lane V/C Ratio	1.612	0.625	1.537	0.231
HCM Control Delay	259.2	20.7	222.2	10.7
HCM Lane LOS	F	C	F	B
HCM 95th-tile Q	42.7	3.2	35	0.8



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	14	177	163	668	510	42
Future Volume (veh/h)	14	177	163	668	510	42
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	203	187	768	586	48
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	648	523	1008	1998	1051	873
Arrive On Green	0.19	0.19	0.56	0.56	0.56	0.56
Sat Flow, veh/h	3456	2790	1539	3647	1870	1552
Grp Volume(v), veh/h	16	203	187	768	586	48
Grp Sat Flow(s),veh/h/ln	1728	1395	770	1777	1870	1552
Q Serve(g_s), s	0.1	2.0	2.8	3.9	6.4	0.4
Cycle Q Clear(g_c), s	0.1	2.0	9.2	3.9	6.4	0.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	648	523	1008	1998	1051	873
V/C Ratio(X)	0.02	0.39	0.19	0.38	0.56	0.06
Avail Cap(c_a), veh/h	1081	873	2165	4668	2457	2039
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	10.6	11.4	7.4	3.9	4.5	3.2
Incr Delay (d2), s/veh	0.0	0.5	0.1	0.1	0.5	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	0.0	0.5	0.2	0.0	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.6	11.8	7.5	4.0	4.9	3.2
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	219			955	634	
Approach Delay, s/veh	11.8			4.7	4.8	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		22.0		10.0		22.0
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		42.0		10.0		42.0
Max Q Clear Time (g_c+I1), s		11.2		4.0		8.4
Green Ext Time (p_c), s		6.8		0.4		3.6

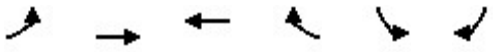
Intersection Summary	
HCM 6th Ctrl Delay	5.6
HCM 6th LOS	A



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	75	342	582	106	71	35
Future Volume (veh/h)	75	342	582	106	71	35
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	79	360	613	112	75	37
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	229	1016	1469	1245	204	182
Arrive On Green	0.79	0.79	1.00	1.00	0.11	0.11
Sat Flow, veh/h	225	1294	1870	1585	1781	1585
Grp Volume(v), veh/h	439	0	613	112	75	37
Grp Sat Flow(s),veh/h/ln	1519	0	1870	1585	1781	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	3.1	1.7
Cycle Q Clear(g_c), s	5.3	0.0	0.0	0.0	3.1	1.7
Prop In Lane	0.18			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1246	0	1469	1245	204	182
V/C Ratio(X)	0.35	0.00	0.42	0.09	0.37	0.20
Avail Cap(c_a), veh/h	1246	0	1469	1245	445	396
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.84	0.84	1.00	1.00
Uniform Delay (d), s/veh	2.4	0.0	0.0	0.0	32.7	32.1
Incr Delay (d2), s/veh	0.8	0.0	0.7	0.1	1.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.3	0.0	1.4	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	3.2	0.0	0.7	0.1	33.8	32.7
LnGrp LOS	A	A	A	A	C	C
Approach Vol, veh/h		439	725		112	
Approach Delay, s/veh		3.2	0.6		33.4	
Approach LOS		A	A		C	

Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			66.8		13.2	66.8
Change Period (Y+Rc), s			4.0		4.0	4.0
Max Green Setting (Gmax), s			52.0		20.0	52.0
Max Q Clear Time (g_c+I1), s			7.3		5.1	2.0
Green Ext Time (p_c), s			3.7		0.2	5.3

Intersection Summary		
HCM 6th Ctrl Delay	4.4	
HCM 6th LOS	A	



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	75	342	582	151	71	35
Future Volume (veh/h)	75	342	582	151	71	35
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	79	360	613	159	75	37
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	227	1004	1469	1245	204	182
Arrive On Green	0.79	0.79	1.00	1.00	0.11	0.11
Sat Flow, veh/h	221	1278	1870	1585	1781	1585
Grp Volume(v), veh/h	439	0	613	159	75	37
Grp Sat Flow(s),veh/h/ln	1499	0	1870	1585	1781	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	3.1	1.7
Cycle Q Clear(g_c), s	5.3	0.0	0.0	0.0	3.1	1.7
Prop In Lane	0.18			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1230	0	1469	1245	204	182
V/C Ratio(X)	0.36	0.00	0.42	0.13	0.37	0.20
Avail Cap(c_a), veh/h	1230	0	1469	1245	445	396
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.84	0.84	1.00	1.00
Uniform Delay (d), s/veh	2.4	0.0	0.0	0.0	32.7	32.1
Incr Delay (d2), s/veh	0.8	0.0	0.7	0.2	1.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.3	0.1	1.4	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	3.2	0.0	0.7	0.2	33.8	32.7
LnGrp LOS	A	A	A	A	C	C
Approach Vol, veh/h		439	772		112	
Approach Delay, s/veh		3.2	0.6		33.4	
Approach LOS		A	A		C	

Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			66.8		13.2	66.8
Change Period (Y+Rc), s			4.0		4.0	4.0
Max Green Setting (Gmax), s			52.0		20.0	52.0
Max Q Clear Time (g_c+I1), s			7.3		5.1	2.0
Green Ext Time (p_c), s			3.8		0.2	5.5

Intersection Summary		
HCM 6th Ctrl Delay	4.3	
HCM 6th LOS	A	

Intersection	
Int Delay, s/veh	12.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	177	49	31	8	75	0	22	43	7	60	65	178
Future Vol, veh/h	177	49	31	8	75	0	22	43	7	60	65	178
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	192	53	34	9	82	0	24	47	8	65	71	193

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	82	0	0	87	0	0	686	554	70	582	571	82
Stage 1	-	-	-	-	-	-	454	454	-	100	100	-
Stage 2	-	-	-	-	-	-	232	100	-	482	471	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1515	-	-	1509	-	-	362	440	993	424	431	978
Stage 1	-	-	-	-	-	-	586	569	-	906	812	-
Stage 2	-	-	-	-	-	-	771	812	-	565	560	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1515	-	-	1509	-	-	222	379	993	341	371	978
Mov Cap-2 Maneuver	-	-	-	-	-	-	222	379	-	341	371	-
Stage 1	-	-	-	-	-	-	507	493	-	785	807	-
Stage 2	-	-	-	-	-	-	561	807	-	440	485	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	5.3	0.7	19.4	19.7
HCM LOS			C	C

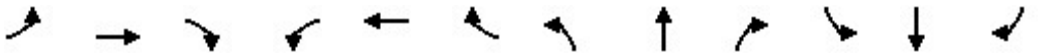
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	328	1515	-	-	1509	-	-	568
HCM Lane V/C Ratio	0.239	0.127	-	-	0.006	-	-	0.58
HCM Control Delay (s)	19.4	7.7	0	-	7.4	0	-	19.7
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.9	0.4	-	-	0	-	-	3.7



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	278	308	59	196	111	12
Future Volume (veh/h)	278	308	59	196	111	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	293	324	62	206	117	13
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	541	598	117	1463	210	187
Arrive On Green	1.00	1.00	0.07	0.78	0.12	0.12
Sat Flow, veh/h	811	897	1781	1870	1781	1585
Grp Volume(v), veh/h	0	617	62	206	117	13
Grp Sat Flow(s),veh/h/ln	0	1709	1781	1870	1781	1585
Q Serve(g_s), s	0.0	0.0	2.7	2.2	5.0	0.6
Cycle Q Clear(g_c), s	0.0	0.0	2.7	2.2	5.0	0.6
Prop In Lane		0.53	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	1139	117	1463	210	187
V/C Ratio(X)	0.00	0.54	0.53	0.14	0.56	0.07
Avail Cap(c_a), veh/h	0	1139	245	1463	401	357
HCM Platoon Ratio	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.83	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	36.2	2.1	33.3	31.4
Incr Delay (d2), s/veh	0.0	1.5	3.7	0.2	2.3	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	0.0	0.5	1.2	0.4	2.2	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	1.5	39.9	2.3	35.6	31.5
LnGrp LOS	A	A	D	A	D	C
Approach Vol, veh/h	617			268	130	
Approach Delay, s/veh	1.5			11.0	35.2	
Approach LOS	A			B	D	

Timer - Assigned Phs	2	3	4	8
Phs Duration (G+Y+Rc), s	13.4	9.2	57.3	66.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.0	11.0	39.0	54.0
Max Q Clear Time (g_c+I1), s	7.0	4.7	2.0	4.2
Green Ext Time (p_c), s	0.2	0.0	4.5	1.1

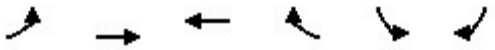
Intersection Summary	
HCM 6th Ctrl Delay	8.4
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	529	35	8	286	16	29	2	21	45	23	135
Future Volume (veh/h)	104	529	35	8	286	16	29	2	21	45	23	135
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	109	557	37	8	301	17	31	2	22	47	24	142
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	142	995	66	25	891	50	84	5	60	148	76	196
Arrive On Green	0.16	1.00	1.00	0.03	1.00	1.00	0.09	0.09	0.09	0.12	0.12	0.12
Sat Flow, veh/h	1781	1734	115	1781	1753	99	958	62	680	1198	612	1585
Grp Volume(v), veh/h	109	0	594	8	0	318	55	0	0	71	0	142
Grp Sat Flow(s),veh/h/ln	1781	0	1849	1781	0	1852	1700	0	0	1810	0	1585
Q Serve(g_s), s	4.7	0.0	0.0	0.4	0.0	0.0	2.4	0.0	0.0	2.9	0.0	6.9
Cycle Q Clear(g_c), s	4.7	0.0	0.0	0.4	0.0	0.0	2.4	0.0	0.0	2.9	0.0	6.9
Prop In Lane	1.00		0.06	1.00		0.05	0.56		0.40	0.66		1.00
Lane Grp Cap(c), veh/h	142	0	1061	25	0	941	150	0	0	224	0	196
V/C Ratio(X)	0.77	0.00	0.56	0.32	0.00	0.34	0.37	0.00	0.00	0.32	0.00	0.72
Avail Cap(c_a), veh/h	156	0	1061	156	0	941	213	0	0	430	0	376
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.00	0.89	0.98	0.00	0.98	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.9	0.0	0.0	38.5	0.0	0.0	34.4	0.0	0.0	32.0	0.0	33.7
Incr Delay (d2), s/veh	16.9	0.0	1.9	6.8	0.0	1.0	1.5	0.0	0.0	0.8	0.0	5.0
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	2.5	0.0	0.6	0.2	0.0	0.2	1.0	0.0	0.0	1.3	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.8	0.0	1.9	45.2	0.0	1.0	35.9	0.0	0.0	32.8	0.0	38.7
LnGrp LOS	D	A	A	D	A	A	D	A	A	C	A	D
Approach Vol, veh/h		703			326			55			213	
Approach Delay, s/veh		9.3			2.0			35.9			36.7	
Approach LOS		A			A			D			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.1	5.1	49.9		13.9	10.4	44.7				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		10.0	7.0	28.0		19.0	7.0	28.0				
Max Q Clear Time (g_c+I1), s		4.4	2.4	2.0		8.9	6.7	2.0				
Green Ext Time (p_c), s		0.1	0.0	4.3		0.6	0.0	1.7				

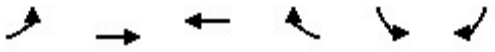
Intersection Summary												
HCM 6th Ctrl Delay			13.1									
HCM 6th LOS			B									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	94	403	251	183	148	104
Future Volume (veh/h)	94	403	251	183	148	104
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	106	453	282	206	166	117
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	165	1769	575	408	482	429
Arrive On Green	0.09	0.50	0.29	0.29	0.27	0.27
Sat Flow, veh/h	1781	3647	2080	1407	1781	1585
Grp Volume(v), veh/h	106	453	251	237	166	117
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1617	1781	1585
Q Serve(g_s), s	2.0	2.5	4.0	4.2	2.6	2.0
Cycle Q Clear(g_c), s	2.0	2.5	4.0	4.2	2.6	2.0
Prop In Lane	1.00			0.87	1.00	1.00
Lane Grp Cap(c), veh/h	165	1769	515	468	482	429
V/C Ratio(X)	0.64	0.26	0.49	0.51	0.34	0.27
Avail Cap(c_a), veh/h	310	2985	978	890	1444	1285
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	15.1	5.0	10.1	10.2	10.1	9.9
Incr Delay (d2), s/veh	4.2	0.1	0.7	0.8	0.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.5	1.3	1.2	0.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.3	5.1	10.9	11.1	10.6	10.3
LnGrp LOS	B	A	B	B	B	B
Approach Vol, veh/h		559	488		283	
Approach Delay, s/veh		7.8	11.0		10.4	
Approach LOS		A	B		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			21.2		13.3	7.2	14.0
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			29.0		28.0	6.0	19.0
Max Q Clear Time (g_c+I1), s			4.5		4.6	4.0	6.2
Green Ext Time (p_c), s			3.1		0.8	0.0	2.5

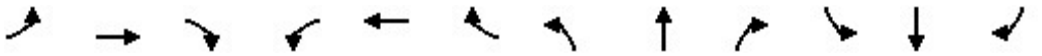
Intersection Summary	
HCM 6th Ctrl Delay	9.5
HCM 6th LOS	A



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	94	403	251	183	148	104
Future Volume (veh/h)	94	403	251	183	148	104
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	106	453	282	206	166	117
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	165	1769	575	408	482	575
Arrive On Green	0.09	0.50	0.29	0.29	0.27	0.27
Sat Flow, veh/h	1781	3647	2080	1407	1781	1585
Grp Volume(v), veh/h	106	453	251	237	166	117
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1617	1781	1585
Q Serve(g_s), s	2.0	2.5	4.0	4.2	2.6	1.8
Cycle Q Clear(g_c), s	2.0	2.5	4.0	4.2	2.6	1.8
Prop In Lane	1.00			0.87	1.00	1.00
Lane Grp Cap(c), veh/h	165	1769	515	468	482	575
V/C Ratio(X)	0.64	0.26	0.49	0.51	0.34	0.20
Avail Cap(c_a), veh/h	310	2985	978	890	1444	1432
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	15.1	5.0	10.1	10.2	10.1	7.6
Incr Delay (d2), s/veh	4.2	0.1	0.7	0.8	0.4	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	0.8	0.5	1.3	1.2	0.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.3	5.1	10.9	11.1	10.6	7.7
LnGrp LOS	B	A	B	B	B	A
Approach Vol, veh/h		559	488		283	
Approach Delay, s/veh		7.8	11.0		9.4	
Approach LOS		A	B		A	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			21.2		13.3	7.2	14.0
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			29.0		28.0	6.0	19.0
Max Q Clear Time (g_c+I1), s			4.5		4.6	4.0	6.2
Green Ext Time (p_c), s			3.1		0.8	0.0	2.5

Intersection Summary	
HCM 6th Ctrl Delay	9.3
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	194	154	201	160	0	127	0	310	0	0	0
Future Volume (veh/h)	0	194	154	201	160	0	127	0	310	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	246	195	254	203	0	161	0	392	0	0	0
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	4	702	959	281	1544	0	194	0	473	0	4	0
Arrive On Green	0.00	0.20	0.20	0.16	0.43	0.00	0.41	0.00	0.41	0.00	0.00	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3647	0	477	0	1161	0	1870	0
Grp Volume(v), veh/h	0	246	195	254	203	0	553	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	0	1638	0	0	0	1870	0
Q Serve(g_s), s	0.0	3.0	2.8	7.1	1.7	0.0	15.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	3.0	2.8	7.1	1.7	0.0	15.3	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.29		0.71	0.00		0.00
Lane Grp Cap(c), veh/h	4	702	959	281	1544	0	667	0	0	0	4	0
V/C Ratio(X)	0.00	0.35	0.20	0.90	0.13	0.00	0.83	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	246	1334	1241	281	1544	0	1035	0	0	0	369	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	17.5	4.5	20.9	8.6	0.0	13.4	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.1	29.8	0.0	0.0	3.4	0.0	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	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.0	1.6	4.7	0.4	0.0	5.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	17.8	4.6	50.7	8.6	0.0	16.8	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	B	A	D	A	A	B	A	A	A	A	A
Approach Vol, veh/h		441			457			553			0	
Approach Delay, s/veh		12.0			32.0			16.8			0.0	
Approach LOS		B			C			B				

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		24.6	12.0	14.0		0.0	0.0	26.0				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		32.0	8.0	19.0		10.0	7.0	20.0				
Max Q Clear Time (g_c+I1), s		17.3	9.1	5.0		0.0	0.0	3.7				
Green Ext Time (p_c), s		3.3	0.0	1.6		0.0	0.0	0.9				

Intersection Summary	
HCM 6th Ctrl Delay	20.1
HCM 6th LOS	C



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	226	58	40	591	994	212
Future Volume (veh/h)	226	58	40	591	994	212
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	260	67	46	679	1143	244
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	301	268	66	1396	1247	1057
Arrive On Green	0.17	0.17	0.04	0.75	0.67	0.67
Sat Flow, veh/h	1781	1585	1781	1870	1870	1585
Grp Volume(v), veh/h	260	67	46	679	1143	244
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	1870	1585
Q Serve(g_s), s	13.4	3.5	2.4	13.7	49.4	5.7
Cycle Q Clear(g_c), s	13.4	3.5	2.4	13.7	49.4	5.7
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	301	268	66	1396	1247	1057
V/C Ratio(X)	0.86	0.25	0.70	0.49	0.92	0.23
Avail Cap(c_a), veh/h	415	370	94	1784	1605	1361
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	38.1	34.0	44.9	4.8	13.5	6.2
Incr Delay (d2), s/veh	12.9	0.5	12.3	0.3	7.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	3.3	1.2	2.9	16.4	1.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	51.0	34.5	57.2	5.0	20.8	6.3
LnGrp LOS	D	C	E	A	C	A
Approach Vol, veh/h	327			725	1387	
Approach Delay, s/veh	47.7			8.3	18.2	
Approach LOS	D			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		74.4		20.0	7.5	66.9
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		90.0		22.0	5.0	81.0
Max Q Clear Time (g_c+I1), s		15.7		15.4	4.4	51.4
Green Ext Time (p_c), s		4.4		0.6	0.0	11.5

Intersection Summary	
HCM 6th Ctrl Delay	19.2
HCM 6th LOS	B



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	226	58	40	591	994	212
Future Volume (veh/h)	226	58	40	591	994	212
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	260	67	46	679	1143	244
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	301	327	66	1396	1247	1325
Arrive On Green	0.17	0.17	0.04	0.75	0.67	0.67
Sat Flow, veh/h	1781	1585	1781	1870	1870	1585
Grp Volume(v), veh/h	260	67	46	679	1143	244
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	1870	1585
Q Serve(g_s), s	13.4	3.3	2.4	13.7	49.4	2.8
Cycle Q Clear(g_c), s	13.4	3.3	2.4	13.7	49.4	2.8
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	301	327	66	1396	1247	1325
V/C Ratio(X)	0.86	0.20	0.70	0.49	0.92	0.18
Avail Cap(c_a), veh/h	415	428	94	1784	1605	1629
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	38.1	31.0	44.9	4.8	13.5	1.5
Incr Delay (d2), s/veh	12.9	0.3	12.3	0.3	7.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	3.2	1.2	2.9	16.4	1.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	51.0	31.3	57.2	5.0	20.8	1.6
LnGrp LOS	D	C	E	A	C	A
Approach Vol, veh/h	327			725	1387	
Approach Delay, s/veh	47.0			8.3	17.4	
Approach LOS	D			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		74.4		20.0	7.5	66.9
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		90.0		22.0	5.0	81.0
Max Q Clear Time (g_c+I1), s		15.7		15.4	4.4	51.4
Green Ext Time (p_c), s		4.4		0.6	0.0	11.5

Intersection Summary		
HCM 6th Ctrl Delay	18.7	
HCM 6th LOS	B	

Intersection	
Intersection Delay, s/veh	514.7
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	67	171	97	82	204	242	71	611	73	146	946	37
Future Vol, veh/h	67	171	97	82	204	242	71	611	73	146	946	37
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	74	190	108	91	227	269	79	679	81	162	1051	41
Number of Lanes	0	1	0	1	1	1	1	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	3	1
HCM Control Delay	143.6	36.6	417.1	913.7
HCM LOS	F	E	F	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	20%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	0%	51%	0%	100%	0%	0%	96%
Vol Right, %	0%	0%	100%	29%	0%	0%	100%	0%	4%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	71	611	73	335	82	204	242	146	983
LT Vol	71	0	0	67	82	0	0	146	0
Through Vol	0	611	0	171	0	204	0	0	946
RT Vol	0	0	73	97	0	0	242	0	37
Lane Flow Rate	79	679	81	372	91	227	269	162	1092
Geometry Grp	8	8	8	8	7	7	7	8	8
Degree of Util (X)	0.247	2.033	0.227	1.132	0.261	0.618	0.681	0.506	3.245
Departure Headway (Hd)	15.466	14.919	14.154	16.04	14.743	14.189	13.413	13.84	13.262
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	234	251	255	231	246	256	272	263	284
Service Time	13.166	12.619	11.854	13.74	12.443	11.889	11.113	11.54	10.962
HCM Lane V/C Ratio	0.338	2.705	0.318	1.61	0.37	0.887	0.989	0.616	3.845
HCM Control Delay	23.2	510.2	21	143.6	22.6	37.4	40.6	29.9	1045
HCM Lane LOS	C	F	C	F	C	E	E	D	F
HCM 95th-tile Q	0.9	36.2	0.9	11.8	1	3.7	4.5	2.6	80.3

Intersection	
Intersection Delay, s/veh	460.8
Intersection LOS	F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	172	31	89	747	1238	253
Future Vol, veh/h	172	31	89	747	1238	253
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	205	37	106	889	1474	301
Number of Lanes	1	0	0	1	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	19.6	315.1	602.6
HCM LOS	C	F	F

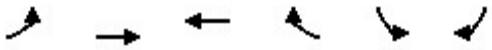
Lane	NBLn1	EBLn1	SBLn1	SBLn2
Vol Left, %	11%	85%	0%	0%
Vol Thru, %	89%	0%	100%	0%
Vol Right, %	0%	15%	0%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	836	203	1238	253
LT Vol	89	172	0	0
Through Vol	747	0	1238	0
RT Vol	0	31	0	253
Lane Flow Rate	995	242	1474	301
Geometry Grp	5	2	7	7
Degree of Util (X)	1.641	0.477	2.56	0.465
Departure Headway (Hd)	6.902	8.82	6.935	6.215
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	537	411	545	584
Service Time	4.902	6.82	4.635	3.915
HCM Lane V/C Ratio	1.853	0.589	2.705	0.515
HCM Control Delay	315.1	19.6	722.8	14.2
HCM Lane LOS	F	C	F	B
HCM 95th-tile Q	48.4	2.5	105.9	2.5



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	70	189	130	629	846	133
Future Volume (veh/h)	70	189	130	629	846	133
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	80	217	149	723	972	153
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	526	425	624	2379	1252	1039
Arrive On Green	0.15	0.15	0.67	0.67	0.67	0.67
Sat Flow, veh/h	3456	2790	971	3647	1870	1552
Grp Volume(v), veh/h	80	217	149	723	972	153
Grp Sat Flow(s),veh/h/ln	1728	1395	486	1777	1870	1552
Q Serve(g_s), s	0.9	3.2	5.6	3.8	16.0	1.6
Cycle Q Clear(g_c), s	0.9	3.2	21.6	3.8	16.0	1.6
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	526	425	624	2379	1252	1039
V/C Ratio(X)	0.15	0.51	0.24	0.30	0.78	0.15
Avail Cap(c_a), veh/h	539	435	948	3564	1876	1557
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	16.5	17.5	12.5	3.1	5.1	2.7
Incr Delay (d2), s/veh	0.1	1.0	0.2	0.1	1.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.9	0.4	0.1	0.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.6	18.4	12.7	3.1	6.3	2.8
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	297			872	1125	
Approach Delay, s/veh	18.0			4.8	5.8	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		34.0		10.8		34.0
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		45.0		7.0		45.0
Max Q Clear Time (g_c+I1), s		23.6		5.2		18.0
Green Ext Time (p_c), s		6.4		0.2		8.0

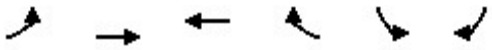
Intersection Summary	
HCM 6th Ctrl Delay	7.0
HCM 6th LOS	A



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	32	539	385	46	129	64
Future Volume (veh/h)	32	539	385	46	129	64
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	34	567	405	48	136	67
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	90	1367	1452	1231	220	196
Arrive On Green	0.78	0.78	1.00	1.00	0.12	0.12
Sat Flow, veh/h	55	1760	1870	1585	1781	1585
Grp Volume(v), veh/h	601	0	405	48	136	67
Grp Sat Flow(s),veh/h/ln	1815	0	1870	1585	1781	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	5.8	3.1
Cycle Q Clear(g_c), s	8.5	0.0	0.0	0.0	5.8	3.1
Prop In Lane	0.06			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1457	0	1452	1231	220	196
V/C Ratio(X)	0.41	0.00	0.28	0.04	0.62	0.34
Avail Cap(c_a), veh/h	1457	0	1452	1231	445	396
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.93	0.93	1.00	1.00
Uniform Delay (d), s/veh	2.9	0.0	0.0	0.0	33.3	32.1
Incr Delay (d2), s/veh	0.9	0.0	0.4	0.1	2.8	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.2	0.0	2.6	1.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	3.8	0.0	0.4	0.1	36.1	33.1
LnGrp LOS	A	A	A	A	D	C
Approach Vol, veh/h		601	453		203	
Approach Delay, s/veh		3.8	0.4		35.1	
Approach LOS		A	A		D	

Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			66.1		13.9	66.1
Change Period (Y+Rc), s			4.0		4.0	4.0
Max Green Setting (Gmax), s			52.0		20.0	52.0
Max Q Clear Time (g_c+I1), s			10.5		7.8	2.0
Green Ext Time (p_c), s			4.8		0.4	3.0

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	32	539	385	65	129	64
Future Volume (veh/h)	32	539	385	65	129	64
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	34	567	405	68	136	67
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	90	1365	1452	1231	220	196
Arrive On Green	0.78	0.78	1.00	1.00	0.12	0.12
Sat Flow, veh/h	55	1758	1870	1585	1781	1585
Grp Volume(v), veh/h	601	0	405	68	136	67
Grp Sat Flow(s),veh/h/ln	1814	0	1870	1585	1781	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	5.8	3.1
Cycle Q Clear(g_c), s	8.5	0.0	0.0	0.0	5.8	3.1
Prop In Lane	0.06			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1456	0	1452	1231	220	196
V/C Ratio(X)	0.41	0.00	0.28	0.06	0.62	0.34
Avail Cap(c_a), veh/h	1456	0	1452	1231	445	396
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.93	0.93	1.00	1.00
Uniform Delay (d), s/veh	2.9	0.0	0.0	0.0	33.3	32.1
Incr Delay (d2), s/veh	0.9	0.0	0.4	0.1	2.8	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.2	0.0	2.6	1.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	3.8	0.0	0.4	0.1	36.1	33.1
LnGrp LOS	A	A	A	A	D	C
Approach Vol, veh/h		601	473		203	
Approach Delay, s/veh		3.8	0.4		35.1	
Approach LOS		A	A		D	

Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			66.1		13.9	66.1
Change Period (Y+Rc), s			4.0		4.0	4.0
Max Green Setting (Gmax), s			52.0		20.0	52.0
Max Q Clear Time (g_c+I1), s			10.5		7.8	2.0
Green Ext Time (p_c), s			4.8		0.4	3.0

Intersection Summary		
HCM 6th Ctrl Delay	7.5	
HCM 6th LOS	A	

APPENDIX H -

OPENING YEAR 2033 BASELINE PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS

Intersection	
Int Delay, s/veh	14.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	270	18	42	0	116	0	30	83	1	58	0	209
Future Vol, veh/h	270	18	42	0	116	0	30	83	1	58	0	209
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	293	20	46	0	126	0	33	90	1	63	0	227

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	126	0	0	66	0	0	869	755	43	801	778	126
Stage 1	-	-	-	-	-	-	629	629	-	126	126	-
Stage 2	-	-	-	-	-	-	240	126	-	675	652	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1460	-	-	1536	-	-	272	338	1027	303	328	924
Stage 1	-	-	-	-	-	-	470	475	-	878	792	-
Stage 2	-	-	-	-	-	-	763	792	-	444	464	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1460	-	-	1536	-	-	172	267	1027	189	259	924
Mov Cap-2 Maneuver	-	-	-	-	-	-	172	267	-	189	259	-
Stage 1	-	-	-	-	-	-	372	376	-	694	792	-
Stage 2	-	-	-	-	-	-	575	792	-	267	367	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	6.6	0	36.5	21.6
HCM LOS			E	C

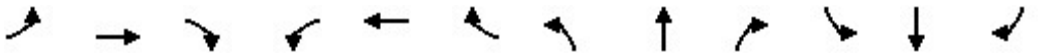
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	234	1460	-	-	1536	-	-	501
HCM Lane V/C Ratio	0.53	0.201	-	-	-	-	-	0.579
HCM Control Delay (s)	36.5	8.1	0	-	0	-	-	21.6
HCM Lane LOS	E	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	2.8	0.8	-	-	0	-	-	3.6



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	240	213	58	289	170	11
Future Volume (veh/h)	240	213	58	289	170	11
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	253	224	61	304	179	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	604	535	116	1450	222	198
Arrive On Green	1.00	1.00	0.06	0.78	0.12	0.12
Sat Flow, veh/h	915	810	1781	1870	1781	1585
Grp Volume(v), veh/h	0	477	61	304	179	12
Grp Sat Flow(s),veh/h/ln	0	1725	1781	1870	1781	1585
Q Serve(g_s), s	0.0	0.0	2.7	3.5	7.8	0.5
Cycle Q Clear(g_c), s	0.0	0.0	2.7	3.5	7.8	0.5
Prop In Lane		0.47	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	1138	116	1450	222	198
V/C Ratio(X)	0.00	0.42	0.53	0.21	0.80	0.06
Avail Cap(c_a), veh/h	0	1138	245	1450	401	357
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.93	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	36.2	2.4	34.1	30.9
Incr Delay (d2), s/veh	0.0	1.1	3.7	0.3	6.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	1.2	0.6	3.7	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	1.1	39.9	2.7	40.7	31.0
LnGrp LOS	A	A	D	A	D	C
Approach Vol, veh/h	477			365	191	
Approach Delay, s/veh	1.1			9.0	40.1	
Approach LOS	A			A	D	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		14.0	9.2	56.8		66.0
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s		18.0	11.0	39.0		54.0
Max Q Clear Time (g_c+I1), s		9.8	4.7	2.0		5.5
Green Ext Time (p_c), s		0.3	0.0	3.1		1.7

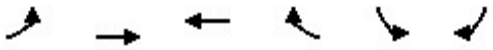
Intersection Summary	
HCM 6th Ctrl Delay	11.1
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	409	16	7	453	25	30	0	24	47	10	345
Future Volume (veh/h)	52	409	16	7	453	25	30	0	24	47	10	345
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	55	431	17	7	477	26	32	0	25	49	11	363
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	110	867	34	22	766	42	85	0	67	312	70	337
Arrive On Green	0.12	0.97	0.97	0.03	0.87	0.87	0.09	0.00	0.09	0.21	0.21	0.21
Sat Flow, veh/h	1781	1787	70	1781	1757	96	949	0	741	1468	329	1585
Grp Volume(v), veh/h	55	0	448	7	0	503	57	0	0	60	0	363
Grp Sat Flow(s),veh/h/ln	1781	0	1858	1781	0	1853	1690	0	0	1797	0	1585
Q Serve(g_s), s	2.3	0.0	1.1	0.3	0.0	6.1	2.5	0.0	0.0	2.2	0.0	17.0
Cycle Q Clear(g_c), s	2.3	0.0	1.1	0.3	0.0	6.1	2.5	0.0	0.0	2.2	0.0	17.0
Prop In Lane	1.00		0.04	1.00		0.05	0.56		0.44	0.82		1.00
Lane Grp Cap(c), veh/h	110	0	901	22	0	808	152	0	0	382	0	337
V/C Ratio(X)	0.50	0.00	0.50	0.31	0.00	0.62	0.38	0.00	0.00	0.16	0.00	1.08
Avail Cap(c_a), veh/h	156	0	901	156	0	808	211	0	0	382	0	337
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.00	0.92	0.94	0.00	0.94	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.9	0.0	0.6	38.7	0.0	3.3	34.3	0.0	0.0	25.7	0.0	31.5
Incr Delay (d2), s/veh	3.2	0.0	1.8	7.2	0.0	3.4	1.5	0.0	0.0	0.2	0.0	71.3
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	1.0	0.0	0.7	0.2	0.0	1.9	1.0	0.0	0.0	0.9	0.0	12.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.1	0.0	2.4	45.9	0.0	6.7	35.8	0.0	0.0	25.9	0.0	102.8
LnGrp LOS	D	A	A	D	A	A	D	A	A	C	A	F
Approach Vol, veh/h		503			510			57			423	
Approach Delay, s/veh		6.2			7.2			35.8			91.9	
Approach LOS		A			A			D			F	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.2	5.0	42.8		21.0	8.9	38.9				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		10.0	7.0	30.0		17.0	7.0	30.0				
Max Q Clear Time (g_c+I1), s		4.5	2.3	3.1		19.0	4.3	8.1				
Green Ext Time (p_c), s		0.1	0.0	3.0		0.0	0.0	2.9				

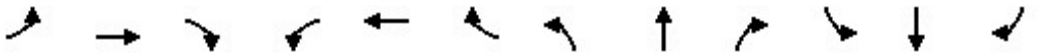
Intersection Summary												
HCM 6th Ctrl Delay			32.0									
HCM 6th LOS			C									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	41	291	561	123	138	124
Future Volume (veh/h)	41	291	561	123	138	124
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	327	630	138	155	139
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	91	1809	1001	219	474	421
Arrive On Green	0.05	0.51	0.35	0.35	0.27	0.27
Sat Flow, veh/h	1781	3647	2993	634	1781	1585
Grp Volume(v), veh/h	46	327	386	382	155	139
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1756	1781	1585
Q Serve(g_s), s	0.9	1.8	6.5	6.5	2.5	2.5
Cycle Q Clear(g_c), s	0.9	1.8	6.5	6.5	2.5	2.5
Prop In Lane	1.00			0.36	1.00	1.00
Lane Grp Cap(c), veh/h	91	1809	613	606	474	421
V/C Ratio(X)	0.50	0.18	0.63	0.63	0.33	0.33
Avail Cap(c_a), veh/h	251	2899	1000	988	1403	1249
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	16.4	4.7	9.7	9.7	10.5	10.5
Incr Delay (d2), s/veh	4.2	0.0	1.1	1.1	0.4	0.5
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	0.4	1.9	1.9	0.8	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.6	4.8	10.8	10.8	10.9	11.0
LnGrp LOS	C	A	B	B	B	B
Approach Vol, veh/h		373	768		294	
Approach Delay, s/veh		6.7	10.8		10.9	
Approach LOS		A	B		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			22.1		13.5	5.8	16.3
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			29.0		28.0	5.0	20.0
Max Q Clear Time (g_c+I1), s			3.8		4.5	2.9	8.5
Green Ext Time (p_c), s			2.2		0.9	0.0	3.8

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	109	246	519	172	0	138	0	229	0	0	0
Future Volume (veh/h)	0	109	246	519	172	0	138	0	229	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	138	311	657	218	0	175	0	290	0	0	0
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	575	749	696	2126	0	193	0	320	0	2	0
Arrive On Green	0.00	0.16	0.16	0.39	0.60	0.00	0.31	0.00	0.31	0.00	0.00	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3647	0	622	0	1031	0	1870	0
Grp Volume(v), veh/h	0	138	311	657	218	0	465	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	0	1654	0	0	0	1870	0
Q Serve(g_s), s	0.0	3.0	11.3	31.3	2.3	0.0	23.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	3.0	11.3	31.3	2.3	0.0	23.7	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.38		0.62	0.00		0.00
Lane Grp Cap(c), veh/h	2	575	749	696	2126	0	514	0	0	0	2	0
V/C Ratio(X)	0.00	0.24	0.42	0.94	0.10	0.00	0.91	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	142	769	835	771	2126	0	603	0	0	0	213	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	32.1	15.2	25.8	7.5	0.0	29.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.4	19.0	0.0	0.0	15.7	0.0	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	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.2	6.4	15.0	0.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	32.3	15.6	44.8	7.6	0.0	44.8	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	C	B	D	A	A	D	A	A	A	A	A
Approach Vol, veh/h		449			875			465			0	
Approach Delay, s/veh		20.7			35.5			44.8			0.0	
Approach LOS		C			D			D				

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		31.3	38.3	18.2		0.0	0.0	56.5				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		32.0	38.0	19.0		10.0	7.0	50.0				
Max Q Clear Time (g_c+I1), s		25.7	33.3	13.3		0.0	0.0	4.3				
Green Ext Time (p_c), s		1.6	1.1	0.9		0.0	0.0	1.2				

Intersection Summary												
HCM 6th Ctrl Delay			34.2									
HCM 6th LOS			C									



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	129	51	53	893	537	215
Future Volume (veh/h)	129	51	53	893	537	215
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	148	59	61	1026	617	247
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	279	248	109	1207	906	768
Arrive On Green	0.16	0.16	0.06	0.65	0.48	0.48
Sat Flow, veh/h	1781	1585	1781	1870	1870	1585
Grp Volume(v), veh/h	148	59	61	1026	617	247
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	1870	1585
Q Serve(g_s), s	3.1	1.3	1.3	17.4	10.2	3.8
Cycle Q Clear(g_c), s	3.1	1.3	1.3	17.4	10.2	3.8
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	279	248	109	1207	906	768
V/C Ratio(X)	0.53	0.24	0.56	0.85	0.68	0.32
Avail Cap(c_a), veh/h	707	629	221	1670	1252	1061
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	15.6	14.9	18.4	5.6	8.0	6.3
Incr Delay (d2), s/veh	1.6	0.5	4.4	3.2	0.9	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	1.1	0.0	0.5	1.1	1.8	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.2	15.4	22.8	8.8	8.9	6.6
LnGrp LOS	B	B	C	A	A	A
Approach Vol, veh/h	207			1087	864	
Approach Delay, s/veh	16.7			9.6	8.2	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		30.0		10.3	6.5	23.5
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		36.0		16.0	5.0	27.0
Max Q Clear Time (g_c+I1), s		19.4		5.1	3.3	12.2
Green Ext Time (p_c), s		6.6		0.4	0.0	3.8

Intersection Summary	
HCM 6th Ctrl Delay	9.7
HCM 6th LOS	A

Intersection	
Intersection Delay, s/veh	480.4
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	76	275	44	22	164	106	102	901	83	201	625	113
Future Vol, veh/h	76	275	44	22	164	106	102	901	83	201	625	113
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	84	306	49	24	182	118	113	1001	92	223	694	126
Number of Lanes	0	1	0	1	1	1	1	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	3	1
HCM Control Delay	191.9	26.2	706	482.2
HCM LOS	F	D	F	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	19%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	0%	70%	0%	100%	0%	0%	85%
Vol Right, %	0%	0%	100%	11%	0%	0%	100%	0%	15%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	102	901	83	395	22	164	106	201	738
LT Vol	102	0	0	76	22	0	0	201	0
Through Vol	0	901	0	275	0	164	0	0	625
RT Vol	0	0	83	44	0	0	106	0	113
Lane Flow Rate	113	1001	92	439	24	182	118	223	820
Geometry Grp	8	8	8	8	7	7	7	8	8
Degree of Util (X)	0.333	2.805	0.241	1.278	0.07	0.496	0.298	0.651	2.251
Departure Headway (Hd)	13.137	12.601	11.851	14.914	14.771	14.22	13.45	14.222	13.552
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	275	300	305	246	244	255	270	257	279
Service Time	10.837	10.301	9.551	12.614	12.471	11.92	11.15	11.922	11.252
HCM Lane V/C Ratio	0.411	3.337	0.302	1.785	0.098	0.714	0.437	0.868	2.939
HCM Control Delay	22.3	846.7	18.3	191.9	18.6	30.1	21.8	40	602.6
HCM Lane LOS	C	F	C	F	C	D	C	E	F
HCM 95th-tile Q	1.4	68.8	0.9	15.7	0.2	2.5	1.2	4.1	46.4

Intersection	
Intersection Delay, s/veh	363.5
Intersection LOS	F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	200	43	69	885	863	104
Future Vol, veh/h	200	43	69	885	863	104
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	238	51	82	1054	1027	124
Number of Lanes	1	0	0	1	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	22.8	446.5	367.2
HCM LOS	C	F	F

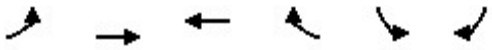
Lane	NBLn1	EBLn1	SBLn1	SBLn2
Vol Left, %	7%	82%	0%	0%
Vol Thru, %	93%	0%	100%	0%
Vol Right, %	0%	18%	0%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	954	243	863	104
LT Vol	69	200	0	0
Through Vol	885	0	863	0
RT Vol	0	43	0	104
Lane Flow Rate	1136	289	1027	124
Geometry Grp	5	2	7	7
Degree of Util (X)	1.939	0.562	1.854	0.199
Departure Headway (Hd)	6.972	8.923	7.488	6.764
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	534	408	493	534
Service Time	4.972	6.923	5.188	4.464
HCM Lane V/C Ratio	2.127	0.708	2.083	0.232
HCM Control Delay	446.5	22.8	410.1	11.1
HCM Lane LOS	F	C	F	B
HCM 95th-tile Q	66.3	3.3	57.2	0.7



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	11	205	191	768	613	35
Future Volume (veh/h)	11	205	191	768	613	35
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	13	236	220	883	705	40
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	592	478	916	2194	1155	959
Arrive On Green	0.17	0.17	0.62	0.62	0.62	0.62
Sat Flow, veh/h	3456	2790	1388	3647	1870	1552
Grp Volume(v), veh/h	13	236	220	883	705	40
Grp Sat Flow(s),veh/h/ln	1728	1395	694	1777	1870	1552
Q Serve(g_s), s	0.1	2.9	4.4	4.8	8.8	0.4
Cycle Q Clear(g_c), s	0.1	2.9	13.1	4.8	8.8	0.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	592	478	916	2194	1155	959
V/C Ratio(X)	0.02	0.49	0.24	0.40	0.61	0.04
Avail Cap(c_a), veh/h	821	663	1635	4034	2123	1762
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	13.1	14.2	8.5	3.7	4.4	2.8
Incr Delay (d2), s/veh	0.0	0.8	0.1	0.1	0.5	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	0.0	0.8	0.3	0.0	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.1	15.0	8.6	3.8	5.0	2.9
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	249			1103	745	
Approach Delay, s/veh	14.9			4.8	4.9	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		27.4		10.5		27.4
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		43.0		9.0		43.0
Max Q Clear Time (g_c+I1), s		15.1		4.9		10.8
Green Ext Time (p_c), s		8.2		0.3		4.7

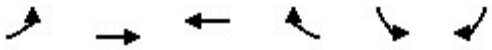
Intersection Summary		
HCM 6th Ctrl Delay		6.0
HCM 6th LOS		A



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	75	406	676	106	71	35
Future Volume (veh/h)	75	406	676	106	71	35
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	79	427	712	112	75	37
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	200	1052	1469	1245	204	182
Arrive On Green	0.79	0.79	1.00	1.00	0.11	0.11
Sat Flow, veh/h	189	1340	1870	1585	1781	1585
Grp Volume(v), veh/h	506	0	712	112	75	37
Grp Sat Flow(s),veh/h/ln	1528	0	1870	1585	1781	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	3.1	1.7
Cycle Q Clear(g_c), s	6.4	0.0	0.0	0.0	3.1	1.7
Prop In Lane	0.16			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1252	0	1469	1245	204	182
V/C Ratio(X)	0.40	0.00	0.48	0.09	0.37	0.20
Avail Cap(c_a), veh/h	1252	0	1469	1245	423	376
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.80	0.80	1.00	1.00
Uniform Delay (d), s/veh	2.5	0.0	0.0	0.0	32.7	32.1
Incr Delay (d2), s/veh	1.0	0.0	0.9	0.1	1.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.4	0.0	1.4	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	3.5	0.0	0.9	0.1	33.8	32.7
LnGrp LOS	A	A	A	A	C	C
Approach Vol, veh/h		506	824		112	
Approach Delay, s/veh		3.5	0.8		33.4	
Approach LOS		A	A		C	

Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			66.8		13.2	66.8
Change Period (Y+Rc), s			4.0		4.0	4.0
Max Green Setting (Gmax), s			53.0		19.0	53.0
Max Q Clear Time (g_c+I1), s			8.4		5.1	2.0
Green Ext Time (p_c), s			4.5		0.2	6.6

Intersection Summary		
HCM 6th Ctrl Delay	4.3	
HCM 6th LOS	A	



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	75	406	676	151	71	35
Future Volume (veh/h)	75	406	676	151	71	35
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	79	427	712	159	75	37
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	198	1040	1469	1245	204	182
Arrive On Green	0.79	0.79	1.00	1.00	0.11	0.11
Sat Flow, veh/h	186	1324	1870	1585	1781	1585
Grp Volume(v), veh/h	506	0	712	159	75	37
Grp Sat Flow(s),veh/h/ln	1510	0	1870	1585	1781	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	3.1	1.7
Cycle Q Clear(g_c), s	6.4	0.0	0.0	0.0	3.1	1.7
Prop In Lane	0.16			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1238	0	1469	1245	204	182
V/C Ratio(X)	0.41	0.00	0.48	0.13	0.37	0.20
Avail Cap(c_a), veh/h	1238	0	1469	1245	423	376
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.80	0.80	1.00	1.00
Uniform Delay (d), s/veh	2.5	0.0	0.0	0.0	32.7	32.1
Incr Delay (d2), s/veh	1.0	0.0	0.9	0.2	1.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.4	0.1	1.4	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	3.5	0.0	0.9	0.2	33.8	32.7
LnGrp LOS	A	A	A	A	C	C
Approach Vol, veh/h		506	871		112	
Approach Delay, s/veh		3.5	0.8		33.4	
Approach LOS		A	A		C	

Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			66.8		13.2	66.8
Change Period (Y+Rc), s			4.0		4.0	4.0
Max Green Setting (Gmax), s			53.0		19.0	53.0
Max Q Clear Time (g_c+I1), s			8.4		5.1	2.0
Green Ext Time (p_c), s			4.6		0.2	6.8

Intersection Summary		
HCM 6th Ctrl Delay		4.2
HCM 6th LOS		A

Intersection	
Int Delay, s/veh	34.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	240	40	24	9	79	0	17	65	6	83	92	231
Future Vol, veh/h	240	40	24	9	79	0	17	65	6	83	92	231
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	261	43	26	10	86	0	18	71	7	90	100	251

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	86	0	0	69	0	0	860	684	56	723	697	86
Stage 1	-	-	-	-	-	-	578	578	-	106	106	-
Stage 2	-	-	-	-	-	-	282	106	-	617	591	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1510	-	-	1532	-	-	276	371	1011	342	365	973
Stage 1	-	-	-	-	-	-	501	501	-	900	807	-
Stage 2	-	-	-	-	-	-	725	807	-	477	494	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1510	-	-	1532	-	-	131	302	1011	240	297	973
Mov Cap-2 Maneuver	-	-	-	-	-	-	131	302	-	240	297	-
Stage 1	-	-	-	-	-	-	411	411	-	738	801	-
Stage 2	-	-	-	-	-	-	467	801	-	322	405	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	6.2	0.8	27.9	65.3
HCM LOS			D	F

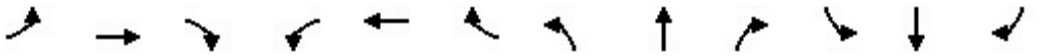
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	251	1510	-	-	1532	-	-	455
HCM Lane V/C Ratio	0.381	0.173	-	-	0.006	-	-	0.97
HCM Control Delay (s)	27.9	7.9	0	-	7.4	0	-	65.3
HCM Lane LOS	D	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	1.7	0.6	-	-	0	-	-	12



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	328	334	69	231	120	15
Future Volume (veh/h)	328	334	69	231	120	15
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	345	352	73	243	126	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	560	572	125	1459	213	190
Arrive On Green	1.00	1.00	0.07	0.78	0.12	0.12
Sat Flow, veh/h	849	866	1781	1870	1781	1585
Grp Volume(v), veh/h	0	697	73	243	126	16
Grp Sat Flow(s),veh/h/ln	0	1715	1781	1870	1781	1585
Q Serve(g_s), s	0.0	0.0	3.2	2.6	5.4	0.7
Cycle Q Clear(g_c), s	0.0	0.0	3.2	2.6	5.4	0.7
Prop In Lane		0.51	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	1132	125	1459	213	190
V/C Ratio(X)	0.00	0.62	0.58	0.17	0.59	0.08
Avail Cap(c_a), veh/h	0	1132	245	1459	401	357
HCM Platoon Ratio	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.76	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	36.1	2.2	33.4	31.3
Incr Delay (d2), s/veh	0.0	1.9	4.3	0.2	2.6	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	0.0	0.6	1.4	0.5	2.4	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	1.9	40.3	2.5	36.0	31.5
LnGrp LOS	A	A	D	A	D	C
Approach Vol, veh/h	697			316	142	
Approach Delay, s/veh	1.9			11.2	35.5	
Approach LOS	A			B	D	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		13.6	9.6	56.8		66.4
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s		18.0	11.0	39.0		54.0
Max Q Clear Time (g_c+I1), s		7.4	5.2	2.0		4.6
Green Ext Time (p_c), s		0.3	0.1	5.3		1.3

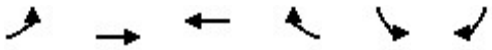
Intersection Summary	
HCM 6th Ctrl Delay	8.6
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	605	35	9	333	18	29	2	21	50	23	144
Future Volume (veh/h)	110	605	35	9	333	18	29	2	21	50	23	144
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	116	637	37	9	351	19	31	2	22	53	24	152
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	144	1000	58	28	890	48	84	5	60	155	70	197
Arrive On Green	0.16	1.00	1.00	0.03	1.00	1.00	0.09	0.09	0.09	0.12	0.12	0.12
Sat Flow, veh/h	1781	1750	102	1781	1758	95	958	62	680	1245	564	1585
Grp Volume(v), veh/h	116	0	674	9	0	370	55	0	0	77	0	152
Grp Sat Flow(s),veh/h/ln	1781	0	1852	1781	0	1853	1700	0	0	1808	0	1585
Q Serve(g_s), s	5.0	0.0	0.0	0.4	0.0	0.0	2.4	0.0	0.0	3.1	0.0	7.4
Cycle Q Clear(g_c), s	5.0	0.0	0.0	0.4	0.0	0.0	2.4	0.0	0.0	3.1	0.0	7.4
Prop In Lane	1.00		0.05	1.00		0.05	0.56		0.40	0.69		1.00
Lane Grp Cap(c), veh/h	144	0	1058	28	0	938	150	0	0	225	0	197
V/C Ratio(X)	0.80	0.00	0.64	0.32	0.00	0.39	0.37	0.00	0.00	0.34	0.00	0.77
Avail Cap(c_a), veh/h	156	0	1058	156	0	938	213	0	0	429	0	376
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.00	0.85	0.97	0.00	0.97	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.9	0.0	0.0	38.3	0.0	0.0	34.4	0.0	0.0	32.0	0.0	33.9
Incr Delay (d2), s/veh	21.0	0.0	2.5	6.1	0.0	1.2	1.5	0.0	0.0	0.9	0.0	6.2
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	2.8	0.0	0.7	0.2	0.0	0.3	1.0	0.0	0.0	1.4	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.9	0.0	2.5	44.4	0.0	1.2	35.9	0.0	0.0	32.9	0.0	40.1
LnGrp LOS	D	A	A	D	A	A	D	A	A	C	A	D
Approach Vol, veh/h		790			379			55			229	
Approach Delay, s/veh		10.0			2.2			35.9			37.7	
Approach LOS		B			A			D			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.1	5.3	49.7		14.0	10.5	44.5				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		10.0	7.0	28.0		19.0	7.0	28.0				
Max Q Clear Time (g_c+I1), s		4.4	2.4	2.0		9.4	7.0	2.0				
Green Ext Time (p_c), s		0.1	0.0	5.1		0.6	0.0	2.0				

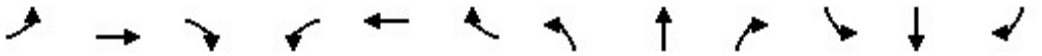
Intersection Summary												
HCM 6th Ctrl Delay			13.3									
HCM 6th LOS			B									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	116	453	278	207	169	127
Future Volume (veh/h)	116	453	278	207	169	127
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	130	509	312	233	190	143
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	182	1776	557	406	486	433
Arrive On Green	0.10	0.50	0.28	0.28	0.27	0.27
Sat Flow, veh/h	1781	3647	2054	1429	1781	1585
Grp Volume(v), veh/h	130	509	282	263	190	143
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1613	1781	1585
Q Serve(g_s), s	2.5	2.9	4.8	4.9	3.1	2.5
Cycle Q Clear(g_c), s	2.5	2.9	4.8	4.9	3.1	2.5
Prop In Lane	1.00			0.89	1.00	1.00
Lane Grp Cap(c), veh/h	182	1776	505	458	486	433
V/C Ratio(X)	0.71	0.29	0.56	0.57	0.39	0.33
Avail Cap(c_a), veh/h	304	2927	959	870	1416	1260
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	15.3	5.1	10.7	10.8	10.4	10.2
Incr Delay (d2), s/veh	5.1	0.1	1.0	1.1	0.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.6	1.5	1.4	0.9	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.4	5.2	11.7	11.9	10.9	10.7
LnGrp LOS	C	A	B	B	B	B
Approach Vol, veh/h		639	545		333	
Approach Delay, s/veh		8.3	11.8		10.8	
Approach LOS		A	B		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			21.6		13.6	7.6	14.0
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			29.0		28.0	6.0	19.0
Max Q Clear Time (g_c+I1), s			4.9		5.1	4.5	6.9
Green Ext Time (p_c), s			3.5		1.0	0.0	2.7

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	194	165	253	161	0	134	0	384	0	0	0
Future Volume (veh/h)	0	194	165	253	161	0	134	0	384	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	246	209	320	204	0	170	0	486	0	0	0
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	3	555	958	371	1517	0	190	0	542	0	3	0
Arrive On Green	0.00	0.16	0.16	0.21	0.43	0.00	0.45	0.00	0.45	0.00	0.00	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3647	0	423	0	1209	0	1870	0
Grp Volume(v), veh/h	0	246	209	320	204	0	656	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	0	1632	0	0	0	1870	0
Q Serve(g_s), s	0.0	4.0	3.8	11.1	2.2	0.0	23.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	4.0	3.8	11.1	2.2	0.0	23.8	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.26		0.74	0.00		0.00
Lane Grp Cap(c), veh/h	3	555	958	371	1517	0	731	0	0	0	3	0
V/C Ratio(X)	0.00	0.44	0.22	0.86	0.13	0.00	0.90	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	195	1055	1181	445	1554	0	866	0	0	0	292	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	24.5	5.8	24.5	11.2	0.0	16.3	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.1	13.9	0.0	0.0	10.8	0.0	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	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.5	2.7	5.4	0.7	0.0	9.6	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	25.0	5.9	38.4	11.2	0.0	27.1	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	C	A	D	B	A	C	A	A	A	A	A
Approach Vol, veh/h		455			524			656			0	
Approach Delay, s/veh		16.2			27.8			27.1			0.0	
Approach LOS		B			C			C				

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		32.7	17.3	14.0		0.0	0.0	31.3				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		34.0	16.0	19.0		10.0	7.0	28.0				
Max Q Clear Time (g_c+I1), s		25.8	13.1	6.0		0.0	0.0	4.2				
Green Ext Time (p_c), s		2.9	0.3	1.6		0.0	0.0	1.0				

Intersection Summary	
HCM 6th Ctrl Delay	24.3
HCM 6th LOS	C



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	266	67	46	745	1245	250
Future Volume (veh/h)	266	67	46	745	1245	250
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	306	77	53	856	1431	287
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	283	252	68	1448	1314	1113
Arrive On Green	0.16	0.16	0.04	0.77	0.70	0.70
Sat Flow, veh/h	1781	1585	1781	1870	1870	1585
Grp Volume(v), veh/h	306	77	53	856	1431	287
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	1870	1585
Q Serve(g_s), s	19.0	5.1	3.5	22.8	84.0	7.9
Cycle Q Clear(g_c), s	19.0	5.1	3.5	22.8	84.0	7.9
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	283	252	68	1448	1314	1113
V/C Ratio(X)	1.08	0.31	0.78	0.59	1.09	0.26
Avail Cap(c_a), veh/h	283	252	74	1455	1314	1113
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	50.3	44.5	57.0	5.6	17.8	6.5
Incr Delay (d2), s/veh	76.8	0.7	36.9	0.6	52.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.4	4.8	2.2	5.7	45.2	2.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	127.1	45.1	93.9	6.3	70.6	6.6
LnGrp LOS	F	D	F	A	F	A
Approach Vol, veh/h	383			909	1718	
Approach Delay, s/veh	110.6			11.4	59.9	
Approach LOS	F			B	E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		96.6		23.0	8.6	88.0
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		93.0		19.0	5.0	84.0
Max Q Clear Time (g_c+I1), s		24.8		21.0	5.5	86.0
Green Ext Time (p_c), s		6.5		0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	51.7
HCM 6th LOS	D

Intersection	
Intersection Delay, s/veh	766.3
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	92	230	108	97	274	352	79	743	87	218	1170	52
Future Vol, veh/h	92	230	108	97	274	352	79	743	87	218	1170	52
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	102	256	120	108	304	391	88	826	97	242	1300	58
Number of Lanes	0	1	0	1	1	1	1	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	3	1
HCM Control Delay	337	79.3	655.9	1309.1
HCM LOS	F	F	F	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	21%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	0%	53%	0%	100%	0%	0%	96%
Vol Right, %	0%	0%	100%	25%	0%	0%	100%	0%	4%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	79	743	87	430	97	274	352	218	1222
LT Vol	79	0	0	92	97	0	0	218	0
Through Vol	0	743	0	230	0	274	0	0	1170
RT Vol	0	0	87	108	0	0	352	0	52
Lane Flow Rate	88	826	97	478	108	304	391	242	1358
Geometry Grp	8	8	8	8	7	7	7	8	8
Degree of Util (X)	0.296	2.672	0.294	1.615	0.312	0.839	1.002	0.805	4.314
Departure Headway (Hd)	16.873	16.324	15.555	17.458	16.746	16.191	15.414	16.792	16.186
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	215	231	233	215	217	228	239	218	244
Service Time	14.573	14.024	13.255	15.158	14.446	13.891	13.114	14.492	13.886
HCM Lane V/C Ratio	0.409	3.576	0.416	2.223	0.498	1.333	1.636	1.11	5.566
HCM Control Delay	26.5	796.7	24.6	337	26.9	68.8	101.9	65.1	1531
HCM Lane LOS	D	F	C	F	D	F	F	F	F
HCM 95th-tile Q	1.2	50.5	1.2	21.6	1.3	6.4	9.4	5.8	95.9

Intersection	
Intersection Delay, s/veh	729.9
Intersection LOS	F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	164	48	130	918	1595	227
Future Vol, veh/h	164	48	130	918	1595	227
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	195	57	155	1093	1899	270
Number of Lanes	1	0	0	1	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	21.3	510.1	938.8
HCM LOS	C	F	F

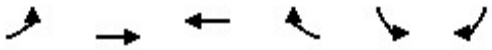
Lane	NBLn1	EBLn1	SBLn1	SBLn2
Vol Left, %	12%	77%	0%	0%
Vol Thru, %	88%	0%	100%	0%
Vol Right, %	0%	23%	0%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1048	212	1595	227
LT Vol	130	164	0	0
Through Vol	918	0	1595	0
RT Vol	0	48	0	227
Lane Flow Rate	1248	252	1899	270
Geometry Grp	5	2	7	7
Degree of Util (X)	2.079	0.494	3.333	0.422
Departure Headway (Hd)	7.489	9.412	7.382	6.659
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	499	386	513	546
Service Time	5.489	7.412	5.082	4.359
HCM Lane V/C Ratio	2.501	0.653	3.702	0.495
HCM Control Delay	510.1	21.3	1070.4	14.1
HCM Lane LOS	F	C	F	B
HCM 95th-tile Q	70.2	2.6	146.4	2.1



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	21	291	231	766	1194	54
Future Volume (veh/h)	21	291	231	766	1194	54
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	334	266	880	1372	62
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	432	349	293	2754	1450	1203
Arrive On Green	0.13	0.13	0.77	0.77	0.77	0.77
Sat Flow, veh/h	3456	2790	723	3647	1870	1553
Grp Volume(v), veh/h	24	334	266	880	1372	62
Grp Sat Flow(s),veh/h/ln	1728	1395	362	1777	1870	1553
Q Serve(g_s), s	0.5	9.5	12.4	5.9	49.6	0.7
Cycle Q Clear(g_c), s	0.5	9.5	62.0	5.9	49.6	0.7
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	432	349	293	2754	1450	1203
V/C Ratio(X)	0.06	0.96	0.91	0.32	0.95	0.05
Avail Cap(c_a), veh/h	432	349	293	2754	1450	1203
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	30.8	34.8	37.4	2.7	7.6	2.1
Incr Delay (d2), s/veh	0.1	37.1	30.4	0.1	13.1	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	0.2	4.9	3.7	0.6	10.4	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	30.9	71.9	67.7	2.8	20.7	2.1
LnGrp LOS	C	E	E	A	C	A
Approach Vol, veh/h	358			1146	1434	
Approach Delay, s/veh	69.1			17.8	19.9	
Approach LOS	E			B	B	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		66.0		14.0		66.0
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		62.0		10.0		62.0
Max Q Clear Time (g_c+I1), s		64.0		11.5		51.6
Green Ext Time (p_c), s		0.0		0.0		7.6

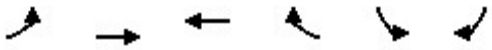
Intersection Summary		
HCM 6th Ctrl Delay		25.1
HCM 6th LOS		C



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	32	621	441	46	129	64
Future Volume (veh/h)	32	621	441	46	129	64
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	34	654	464	48	136	67
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	84	1374	1452	1231	220	196
Arrive On Green	0.78	0.78	1.00	1.00	0.12	0.12
Sat Flow, veh/h	48	1770	1870	1585	1781	1585
Grp Volume(v), veh/h	688	0	464	48	136	67
Grp Sat Flow(s),veh/h/ln	1817	0	1870	1585	1781	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	5.8	3.1
Cycle Q Clear(g_c), s	10.4	0.0	0.0	0.0	5.8	3.1
Prop In Lane	0.05			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1458	0	1452	1231	220	196
V/C Ratio(X)	0.47	0.00	0.32	0.04	0.62	0.34
Avail Cap(c_a), veh/h	1458	0	1452	1231	445	396
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.89	0.89	1.00	1.00
Uniform Delay (d), s/veh	3.2	0.0	0.0	0.0	33.3	32.1
Incr Delay (d2), s/veh	1.1	0.0	0.5	0.1	2.8	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	0.2	0.0	2.6	1.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.3	0.0	0.5	0.1	36.1	33.1
LnGrp LOS	A	A	A	A	D	C
Approach Vol, veh/h		688	512		203	
Approach Delay, s/veh		4.3	0.5		35.1	
Approach LOS		A	A		D	

Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			66.1		13.9	66.1
Change Period (Y+Rc), s			4.0		4.0	4.0
Max Green Setting (Gmax), s			52.0		20.0	52.0
Max Q Clear Time (g_c+I1), s			12.4		7.8	2.0
Green Ext Time (p_c), s			5.9		0.4	3.5

Intersection Summary		
HCM 6th Ctrl Delay	7.3	
HCM 6th LOS	A	



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	32	621	441	65	129	64
Future Volume (veh/h)	32	621	441	65	129	64
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	34	654	464	68	136	67
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	84	1373	1452	1231	220	196
Arrive On Green	0.78	0.78	1.00	1.00	0.12	0.12
Sat Flow, veh/h	48	1768	1870	1585	1781	1585
Grp Volume(v), veh/h	688	0	464	68	136	67
Grp Sat Flow(s),veh/h/ln	1816	0	1870	1585	1781	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	5.8	3.1
Cycle Q Clear(g_c), s	10.4	0.0	0.0	0.0	5.8	3.1
Prop In Lane	0.05			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1457	0	1452	1231	220	196
V/C Ratio(X)	0.47	0.00	0.32	0.06	0.62	0.34
Avail Cap(c_a), veh/h	1457	0	1452	1231	445	396
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.89	0.89	1.00	1.00
Uniform Delay (d), s/veh	3.2	0.0	0.0	0.0	33.3	32.1
Incr Delay (d2), s/veh	1.1	0.0	0.5	0.1	2.8	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	0.2	0.0	2.6	1.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.3	0.0	0.5	0.1	36.1	33.1
LnGrp LOS	A	A	A	A	D	C
Approach Vol, veh/h		688	532		203	
Approach Delay, s/veh		4.3	0.5		35.1	
Approach LOS		A	A		D	

Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			66.1		13.9	66.1
Change Period (Y+Rc), s			4.0		4.0	4.0
Max Green Setting (Gmax), s			52.0		20.0	52.0
Max Q Clear Time (g_c+I1), s			12.4		7.8	2.0
Green Ext Time (p_c), s			5.9		0.4	3.6

Intersection Summary		
HCM 6th Ctrl Delay	7.2	
HCM 6th LOS	A	

APPENDIX I -

OPENING YEAR 2033 PLUS PROJECT PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS

Intersection	
Int Delay, s/veh	14.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	271	19	42	0	119	0	30	83	1	58	0	214
Future Vol, veh/h	271	19	42	0	119	0	30	83	1	58	0	214
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	295	21	46	0	129	0	33	90	1	63	0	233

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	129	0	0	67	0	0	880	763	44	809	786	129
Stage 1	-	-	-	-	-	-	634	634	-	129	129	-
Stage 2	-	-	-	-	-	-	246	129	-	680	657	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1457	-	-	1535	-	-	268	334	1026	299	324	921
Stage 1	-	-	-	-	-	-	467	473	-	875	789	-
Stage 2	-	-	-	-	-	-	758	789	-	441	462	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1457	-	-	1535	-	-	168	264	1026	186	256	921
Mov Cap-2 Maneuver	-	-	-	-	-	-	168	264	-	186	256	-
Stage 1	-	-	-	-	-	-	368	373	-	690	789	-
Stage 2	-	-	-	-	-	-	567	789	-	264	365	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	6.6	0	37.3	22.1
HCM LOS			E	C

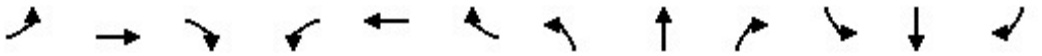
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	231	1457	-	-	1535	-	-	500
HCM Lane V/C Ratio	0.536	0.202	-	-	-	-	-	0.591
HCM Control Delay (s)	37.3	8.1	0	-	0	-	-	22.1
HCM Lane LOS	E	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	2.9	0.8	-	-	0	-	-	3.8



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	242	217	58	297	177	11
Future Volume (veh/h)	242	217	58	297	177	11
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	255	228	61	313	186	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	597	534	116	1442	230	204
Arrive On Green	1.00	1.00	0.06	0.77	0.13	0.13
Sat Flow, veh/h	910	814	1781	1870	1781	1585
Grp Volume(v), veh/h	0	483	61	313	186	12
Grp Sat Flow(s),veh/h/ln	0	1724	1781	1870	1781	1585
Q Serve(g_s), s	0.0	0.0	2.7	3.7	8.1	0.5
Cycle Q Clear(g_c), s	0.0	0.0	2.7	3.7	8.1	0.5
Prop In Lane		0.47	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	1131	116	1442	230	204
V/C Ratio(X)	0.00	0.43	0.53	0.22	0.81	0.06
Avail Cap(c_a), veh/h	0	1131	245	1442	401	357
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.92	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	36.2	2.5	33.9	30.6
Incr Delay (d2), s/veh	0.0	1.1	3.7	0.3	6.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	1.2	0.7	3.8	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	1.1	39.9	2.9	40.6	30.7
LnGrp LOS	A	A	D	A	D	C
Approach Vol, veh/h	483			374	198	
Approach Delay, s/veh	1.1			8.9	40.0	
Approach LOS	A			A	D	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		14.3	9.2	56.5		65.7
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s		18.0	11.0	39.0		54.0
Max Q Clear Time (g_c+I1), s		10.1	4.7	2.0		5.7
Green Ext Time (p_c), s		0.3	0.0	3.2		1.8

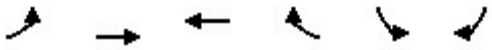
Intersection Summary	
HCM 6th Ctrl Delay	11.2
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	415	17	7	468	25	31	0	24	47	10	363
Future Volume (veh/h)	53	415	17	7	468	25	31	0	24	47	10	363
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	56	437	18	7	493	26	33	0	25	49	11	382
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	111	864	36	22	765	40	87	0	66	312	70	337
Arrive On Green	0.12	0.97	0.97	0.03	0.87	0.87	0.09	0.00	0.09	0.21	0.21	0.21
Sat Flow, veh/h	1781	1783	73	1781	1761	93	962	0	729	1468	329	1585
Grp Volume(v), veh/h	56	0	455	7	0	519	58	0	0	60	0	382
Grp Sat Flow(s),veh/h/ln	1781	0	1857	1781	0	1853	1691	0	0	1797	0	1585
Q Serve(g_s), s	2.3	0.0	1.2	0.3	0.0	6.7	2.6	0.0	0.0	2.2	0.0	17.0
Cycle Q Clear(g_c), s	2.3	0.0	1.2	0.3	0.0	6.7	2.6	0.0	0.0	2.2	0.0	17.0
Prop In Lane	1.00		0.04	1.00		0.05	0.57		0.43	0.82		1.00
Lane Grp Cap(c), veh/h	111	0	899	22	0	806	153	0	0	382	0	337
V/C Ratio(X)	0.50	0.00	0.51	0.31	0.00	0.64	0.38	0.00	0.00	0.16	0.00	1.13
Avail Cap(c_a), veh/h	156	0	899	156	0	806	211	0	0	382	0	337
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.00	0.91	0.94	0.00	0.94	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.9	0.0	0.7	38.7	0.0	3.4	34.3	0.0	0.0	25.7	0.0	31.5
Incr Delay (d2), s/veh	3.2	0.0	1.8	7.2	0.0	3.7	1.5	0.0	0.0	0.2	0.0	90.5
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	1.1	0.0	0.7	0.2	0.0	2.0	1.1	0.0	0.0	0.9	0.0	14.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.1	0.0	2.5	45.9	0.0	7.1	35.8	0.0	0.0	25.9	0.0	122.0
LnGrp LOS	D	A	A	D	A	A	D	A	A	C	A	F
Approach Vol, veh/h		511			526			58			442	
Approach Delay, s/veh		6.3			7.6			35.8			108.9	
Approach LOS		A			A			D			F	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.2	5.0	42.7		21.0	9.0	38.8				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		10.0	7.0	30.0		17.0	7.0	30.0				
Max Q Clear Time (g_c+I1), s		4.6	2.3	3.2		19.0	4.3	8.7				
Green Ext Time (p_c), s		0.1	0.0	3.1		0.0	0.0	3.0				

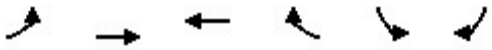
Intersection Summary	
HCM 6th Ctrl Delay	37.4
HCM 6th LOS	D



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	41	298	562	126	149	124
Future Volume (veh/h)	41	298	562	126	149	124
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	335	631	142	167	139
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	91	1811	998	224	475	422
Arrive On Green	0.05	0.51	0.35	0.35	0.27	0.27
Sat Flow, veh/h	1781	3647	2976	648	1781	1585
Grp Volume(v), veh/h	46	335	389	384	167	139
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1754	1781	1585
Q Serve(g_s), s	0.9	1.8	6.5	6.6	2.7	2.5
Cycle Q Clear(g_c), s	0.9	1.8	6.5	6.6	2.7	2.5
Prop In Lane	1.00			0.37	1.00	1.00
Lane Grp Cap(c), veh/h	91	1811	615	607	475	422
V/C Ratio(X)	0.50	0.19	0.63	0.63	0.35	0.33
Avail Cap(c_a), veh/h	249	2885	995	982	1396	1243
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	16.5	4.7	9.8	9.8	10.6	10.5
Incr Delay (d2), s/veh	4.2	0.0	1.1	1.1	0.4	0.5
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	0.4	2.0	2.0	0.8	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.7	4.8	10.8	10.9	11.0	11.0
LnGrp LOS	C	A	B	B	B	B
Approach Vol, veh/h		381	773		306	
Approach Delay, s/veh		6.7	10.9		11.0	
Approach LOS		A	B		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			22.2		13.5	5.8	16.4
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			29.0		28.0	5.0	20.0
Max Q Clear Time (g_c+I1), s			3.8		4.7	2.9	8.6
Green Ext Time (p_c), s			2.2		0.9	0.0	3.8

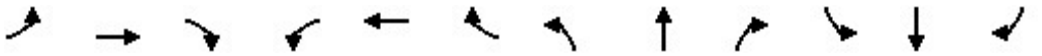
Intersection Summary	
HCM 6th Ctrl Delay	9.8
HCM 6th LOS	A



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	41	298	562	126	149	124
Future Volume (veh/h)	41	298	562	126	149	124
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	335	631	142	167	139
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	91	1811	998	224	475	504
Arrive On Green	0.05	0.51	0.35	0.35	0.27	0.27
Sat Flow, veh/h	1781	3647	2976	648	1781	1585
Grp Volume(v), veh/h	46	335	389	384	167	139
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1754	1781	1585
Q Serve(g_s), s	0.9	1.8	6.5	6.6	2.7	2.3
Cycle Q Clear(g_c), s	0.9	1.8	6.5	6.6	2.7	2.3
Prop In Lane	1.00			0.37	1.00	1.00
Lane Grp Cap(c), veh/h	91	1811	615	607	475	504
V/C Ratio(X)	0.50	0.19	0.63	0.63	0.35	0.28
Avail Cap(c_a), veh/h	249	2885	995	982	1396	1324
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	16.5	4.7	9.8	9.8	10.6	9.1
Incr Delay (d2), s/veh	4.2	0.0	1.1	1.1	0.4	0.3
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	0.4	2.0	2.0	0.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.7	4.8	10.8	10.9	11.0	9.4
LnGrp LOS	C	A	B	B	B	A
Approach Vol, veh/h		381	773		306	
Approach Delay, s/veh		6.7	10.9		10.3	
Approach LOS		A	B		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			22.2		13.5	5.8	16.4
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			29.0		28.0	5.0	20.0
Max Q Clear Time (g_c+I1), s			3.8		4.7	2.9	8.6
Green Ext Time (p_c), s			2.2		0.9	0.0	3.8

Intersection Summary	
HCM 6th Ctrl Delay	9.7
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	112	246	520	173	0	138	0	232	0	0	0
Future Volume (veh/h)	0	112	246	520	173	0	138	0	232	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	142	311	658	219	0	175	0	294	0	0	0
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	573	751	696	2123	0	193	0	324	0	2	0
Arrive On Green	0.00	0.16	0.16	0.39	0.60	0.00	0.31	0.00	0.31	0.00	0.00	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3647	0	617	0	1036	0	1870	0
Grp Volume(v), veh/h	0	142	311	658	219	0	469	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	0	1653	0	0	0	1870	0
Q Serve(g_s), s	0.0	3.1	11.4	31.6	2.3	0.0	24.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	3.1	11.4	31.6	2.3	0.0	24.1	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.37		0.63	0.00		0.00
Lane Grp Cap(c), veh/h	2	573	751	696	2123	0	516	0	0	0	2	0
V/C Ratio(X)	0.00	0.25	0.41	0.95	0.10	0.00	0.91	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	141	763	835	765	2123	0	597	0	0	0	211	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	32.4	15.3	26.0	7.6	0.0	29.2	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.4	19.5	0.0	0.0	16.4	0.0	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	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.2	6.5	15.2	0.7	0.0	11.4	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	32.7	15.6	45.5	7.7	0.0	45.7	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	C	B	D	A	A	D	A	A	A	A	A
Approach Vol, veh/h		453			877			469			0	
Approach Delay, s/veh		21.0			36.1			45.7			0.0	
Approach LOS		C			D			D				

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		31.6	38.6	18.3		0.0	0.0	56.9				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		32.0	38.0	19.0		10.0	7.0	50.0				
Max Q Clear Time (g_c+I1), s		26.1	33.6	13.4		0.0	0.0	4.3				
Green Ext Time (p_c), s		1.5	1.0	0.9		0.0	0.0	1.2				

Intersection Summary	
HCM 6th Ctrl Delay	34.8
HCM 6th LOS	C



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	131	51	54	893	537	225
Future Volume (veh/h)	131	51	54	893	537	225
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	151	59	62	1026	617	259
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	280	249	111	1206	905	767
Arrive On Green	0.16	0.16	0.06	0.64	0.48	0.48
Sat Flow, veh/h	1781	1585	1781	1870	1870	1585
Grp Volume(v), veh/h	151	59	62	1026	617	259
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	1870	1585
Q Serve(g_s), s	3.2	1.3	1.4	17.4	10.3	4.1
Cycle Q Clear(g_c), s	3.2	1.3	1.4	17.4	10.3	4.1
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	280	249	111	1206	905	767
V/C Ratio(X)	0.54	0.24	0.56	0.85	0.68	0.34
Avail Cap(c_a), veh/h	706	628	221	1668	1251	1060
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	15.7	14.9	18.4	5.6	8.0	6.4
Incr Delay (d2), s/veh	1.6	0.5	4.4	3.2	0.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.3	0.6	1.1	1.9	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.3	15.4	22.8	8.9	8.9	6.7
LnGrp LOS	B	B	C	A	A	A
Approach Vol, veh/h	210			1088	876	
Approach Delay, s/veh	16.8			9.6	8.3	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		30.0		10.3	6.5	23.5
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		36.0		16.0	5.0	27.0
Max Q Clear Time (g_c+I1), s		19.4		5.2	3.4	12.3
Green Ext Time (p_c), s		6.6		0.4	0.0	3.8

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



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	131	51	54	893	537	225
Future Volume (veh/h)	131	51	54	893	537	225
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	151	59	62	1026	617	259
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	280	347	111	1206	905	1016
Arrive On Green	0.16	0.16	0.06	0.64	0.48	0.48
Sat Flow, veh/h	1781	1585	1781	1870	1870	1585
Grp Volume(v), veh/h	151	59	62	1026	617	259
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	1870	1585
Q Serve(g_s), s	3.2	1.2	1.4	17.4	10.3	2.8
Cycle Q Clear(g_c), s	3.2	1.2	1.4	17.4	10.3	2.8
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	280	347	111	1206	905	1016
V/C Ratio(X)	0.54	0.17	0.56	0.85	0.68	0.26
Avail Cap(c_a), veh/h	706	727	221	1668	1251	1309
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	15.7	12.8	18.4	5.6	8.0	3.1
Incr Delay (d2), s/veh	1.6	0.2	4.4	3.2	0.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.2	0.6	1.1	1.9	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.3	13.0	22.8	8.9	8.9	3.2
LnGrp LOS	B	B	C	A	A	A
Approach Vol, veh/h	210			1088	876	
Approach Delay, s/veh	16.1			9.6	7.3	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		30.0		10.3	6.5	23.5
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		36.0		16.0	5.0	27.0
Max Q Clear Time (g_c+I1), s		19.4		5.2	3.4	12.3
Green Ext Time (p_c), s		6.6		0.4	0.0	3.8

Intersection Summary	
HCM 6th Ctrl Delay	9.3
HCM 6th LOS	A

Intersection	
Intersection Delay, s/veh	484.4
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	76	275	47	23	164	106	103	902	83	201	632	113
Future Vol, veh/h	76	275	47	23	164	106	103	902	83	201	632	113
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	84	306	52	26	182	118	114	1002	92	223	702	126
Number of Lanes	0	1	0	1	1	1	1	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	3	1
HCM Control Delay	195.9	26.3	707.5	491.2
HCM LOS	F	D	F	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	19%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	0%	69%	0%	100%	0%	0%	85%
Vol Right, %	0%	0%	100%	12%	0%	0%	100%	0%	15%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	103	902	83	398	23	164	106	201	745
LT Vol	103	0	0	76	23	0	0	201	0
Through Vol	0	902	0	275	0	164	0	0	632
RT Vol	0	0	83	47	0	0	106	0	113
Lane Flow Rate	114	1002	92	442	26	182	118	223	828
Geometry Grp	8	8	8	8	7	7	7	8	8
Degree of Util (X)	0.337	2.81	0.241	1.288	0.073	0.496	0.298	0.651	2.274
Departure Headway (Hd)	13.195	12.659	11.909	14.951	14.82	14.27	13.499	14.258	13.589
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	275	301	303	248	243	255	269	257	281
Service Time	10.895	10.359	9.609	12.651	12.52	11.97	11.199	11.958	11.289
HCM Lane V/C Ratio	0.415	3.329	0.304	1.782	0.107	0.714	0.439	0.868	2.947
HCM Control Delay	22.5	849.1	18.3	195.9	18.7	30.2	21.8	40.1	612.9
HCM Lane LOS	C	F	C	F	C	D	C	E	F
HCM 95th-tile Q	1.4	68.7	0.9	16	0.2	2.5	1.2	4.1	47

Intersection	
Intersection Delay, s/veh	367.2
Intersection LOS	F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	200	44	70	886	868	104
Future Vol, veh/h	200	44	70	886	868	104
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	238	52	83	1055	1033	124
Number of Lanes	1	0	0	1	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	22.9	449.6	372.6
HCM LOS	C	F	F

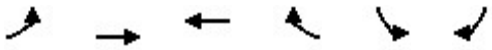
Lane	NBLn1	EBLn1	SBLn1	SBLn2
Vol Left, %	7%	82%	0%	0%
Vol Thru, %	93%	0%	100%	0%
Vol Right, %	0%	18%	0%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	956	244	868	104
LT Vol	70	200	0	0
Through Vol	886	0	868	0
RT Vol	0	44	0	104
Lane Flow Rate	1138	290	1033	124
Geometry Grp	5	2	7	7
Degree of Util (X)	1.946	0.565	1.867	0.2
Departure Headway (Hd)	6.991	8.933	7.504	6.781
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	535	407	496	532
Service Time	4.991	6.933	5.204	4.481
HCM Lane V/C Ratio	2.127	0.713	2.083	0.233
HCM Control Delay	449.6	22.9	415.9	11.2
HCM Lane LOS	F	C	F	B
HCM 95th-tile Q	66.5	3.4	57.8	0.7



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	11	208	192	769	616	35
Future Volume (veh/h)	11	208	192	769	616	35
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	13	239	221	884	708	40
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	591	477	913	2198	1157	960
Arrive On Green	0.17	0.17	0.62	0.62	0.62	0.62
Sat Flow, veh/h	3456	2790	1384	3647	1870	1552
Grp Volume(v), veh/h	13	239	221	884	708	40
Grp Sat Flow(s),veh/h/ln	1728	1395	692	1777	1870	1552
Q Serve(g_s), s	0.1	3.0	4.4	4.8	8.8	0.4
Cycle Q Clear(g_c), s	0.1	3.0	13.3	4.8	8.8	0.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	591	477	913	2198	1157	960
V/C Ratio(X)	0.02	0.50	0.24	0.40	0.61	0.04
Avail Cap(c_a), veh/h	817	660	1621	4016	2114	1754
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	13.1	14.3	8.5	3.7	4.5	2.8
Incr Delay (d2), s/veh	0.0	0.8	0.1	0.1	0.5	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	0.0	0.8	0.3	0.0	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.1	15.1	8.7	3.8	5.0	2.9
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	252			1105	748	
Approach Delay, s/veh	15.0			4.8	4.9	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		27.5		10.5		27.5
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		43.0		9.0		43.0
Max Q Clear Time (g_c+I1), s		15.3		5.0		10.8
Green Ext Time (p_c), s		8.3		0.3		4.7

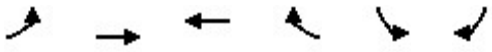
Intersection Summary	
HCM 6th Ctrl Delay	6.0
HCM 6th LOS	A



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	92	406	676	130	79	39
Future Volume (veh/h)	92	406	676	130	79	39
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	97	427	712	137	83	41
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	226	966	1464	1241	209	186
Arrive On Green	0.78	0.78	1.00	1.00	0.12	0.12
Sat Flow, veh/h	221	1234	1870	1585	1781	1585
Grp Volume(v), veh/h	524	0	712	137	83	41
Grp Sat Flow(s),veh/h/ln	1455	0	1870	1585	1781	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	3.5	1.9
Cycle Q Clear(g_c), s	6.8	0.0	0.0	0.0	3.5	1.9
Prop In Lane	0.19			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1193	0	1464	1241	209	186
V/C Ratio(X)	0.44	0.00	0.49	0.11	0.40	0.22
Avail Cap(c_a), veh/h	1193	0	1464	1241	423	376
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.79	0.79	1.00	1.00
Uniform Delay (d), s/veh	2.6	0.0	0.0	0.0	32.7	32.0
Incr Delay (d2), s/veh	1.2	0.0	0.9	0.1	1.2	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	0.4	0.0	1.5	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	3.8	0.0	0.9	0.1	33.9	32.6
LnGrp LOS	A	A	A	A	C	C
Approach Vol, veh/h		524	849		124	
Approach Delay, s/veh		3.8	0.8		33.5	
Approach LOS		A	A		C	

Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			66.6		13.4	66.6
Change Period (Y+Rc), s			4.0		4.0	4.0
Max Green Setting (Gmax), s			53.0		19.0	53.0
Max Q Clear Time (g_c+I1), s			8.8		5.5	2.0
Green Ext Time (p_c), s			4.9		0.2	6.7

Intersection Summary		
HCM 6th Ctrl Delay	4.6	
HCM 6th LOS	A	



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	92	406	676	186	79	39
Future Volume (veh/h)	92	406	676	186	79	39
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	97	427	712	196	83	41
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	222	950	1464	1241	209	186
Arrive On Green	0.78	0.78	1.00	1.00	0.12	0.12
Sat Flow, veh/h	216	1213	1870	1585	1781	1585
Grp Volume(v), veh/h	524	0	712	196	83	41
Grp Sat Flow(s),veh/h/ln	1429	0	1870	1585	1781	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	3.5	1.9
Cycle Q Clear(g_c), s	6.8	0.0	0.0	0.0	3.5	1.9
Prop In Lane	0.19			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1172	0	1464	1241	209	186
V/C Ratio(X)	0.45	0.00	0.49	0.16	0.40	0.22
Avail Cap(c_a), veh/h	1172	0	1464	1241	423	376
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.79	0.79	1.00	1.00
Uniform Delay (d), s/veh	2.6	0.0	0.0	0.0	32.7	32.0
Incr Delay (d2), s/veh	1.2	0.0	0.9	0.2	1.2	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	0.4	0.1	1.5	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	3.9	0.0	0.9	0.2	33.9	32.6
LnGrp LOS	A	A	A	A	C	C
Approach Vol, veh/h		524	908		124	
Approach Delay, s/veh		3.9	0.8		33.5	
Approach LOS		A	A		C	

Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			66.6		13.4	66.6
Change Period (Y+Rc), s			4.0		4.0	4.0
Max Green Setting (Gmax), s			53.0		19.0	53.0
Max Q Clear Time (g_c+I1), s			8.8		5.5	2.0
Green Ext Time (p_c), s			5.0		0.2	7.0

Intersection Summary		
HCM 6th Ctrl Delay	4.4	
HCM 6th LOS	A	

Intersection	
Int Delay, s/veh	37.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	245	42	24	9	80	0	17	65	6	83	92	232
Future Vol, veh/h	245	42	24	9	80	0	17	65	6	83	92	232
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	266	46	26	10	87	0	18	71	7	90	100	252

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	87	0	0	72	0	0	874	698	59	737	711	87
Stage 1	-	-	-	-	-	-	591	591	-	107	107	-
Stage 2	-	-	-	-	-	-	283	107	-	630	604	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1509	-	-	1528	-	-	270	364	1007	334	358	971
Stage 1	-	-	-	-	-	-	493	494	-	898	807	-
Stage 2	-	-	-	-	-	-	724	807	-	470	488	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1509	-	-	1528	-	-	126	295	1007	233	290	971
Mov Cap-2 Maneuver	-	-	-	-	-	-	126	295	-	233	290	-
Stage 1	-	-	-	-	-	-	402	403	-	733	801	-
Stage 2	-	-	-	-	-	-	466	801	-	314	398	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	6.2	0.7	29	71.3
HCM LOS			D	F

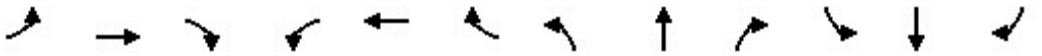
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	244	1509	-	-	1528	-	-	446
HCM Lane V/C Ratio	0.392	0.176	-	-	0.006	-	-	0.992
HCM Control Delay (s)	29	7.9	0	-	7.4	0	-	71.3
HCM Lane LOS	D	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	1.8	0.6	-	-	0	-	-	12.7



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	336	350	69	233	122	15
Future Volume (veh/h)	336	350	69	233	122	15
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	354	368	73	245	128	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	554	576	125	1459	214	190
Arrive On Green	1.00	1.00	0.07	0.78	0.12	0.12
Sat Flow, veh/h	840	873	1781	1870	1781	1585
Grp Volume(v), veh/h	0	722	73	245	128	16
Grp Sat Flow(s),veh/h/ln	0	1713	1781	1870	1781	1585
Q Serve(g_s), s	0.0	0.0	3.2	2.7	5.5	0.7
Cycle Q Clear(g_c), s	0.0	0.0	3.2	2.7	5.5	0.7
Prop In Lane		0.51	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	1130	125	1459	214	190
V/C Ratio(X)	0.00	0.64	0.58	0.17	0.60	0.08
Avail Cap(c_a), veh/h	0	1130	245	1459	401	357
HCM Platoon Ratio	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.74	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	36.1	2.2	33.4	31.3
Incr Delay (d2), s/veh	0.0	2.1	4.3	0.2	2.7	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	0.0	0.6	1.4	0.5	2.5	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	2.1	40.3	2.5	36.1	31.5
LnGrp LOS	A	A	D	A	D	C
Approach Vol, veh/h	722			318	144	
Approach Delay, s/veh	2.1			11.2	35.6	
Approach LOS	A			B	D	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		13.6	9.6	56.8		66.4
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s		18.0	11.0	39.0		54.0
Max Q Clear Time (g_c+I1), s		7.5	5.2	2.0		4.7
Green Ext Time (p_c), s		0.3	0.1	5.6		1.4

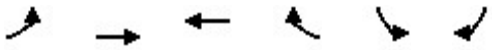
Intersection Summary	
HCM 6th Ctrl Delay	8.6
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	630	36	9	338	18	29	2	21	50	23	150
Future Volume (veh/h)	116	630	36	9	338	18	29	2	21	50	23	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	122	663	38	9	356	19	31	2	22	53	24	158
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	151	994	57	28	877	47	84	5	60	160	72	203
Arrive On Green	0.17	1.00	1.00	0.03	1.00	1.00	0.09	0.09	0.09	0.13	0.13	0.13
Sat Flow, veh/h	1781	1752	100	1781	1759	94	958	62	680	1245	564	1585
Grp Volume(v), veh/h	122	0	701	9	0	375	55	0	0	77	0	158
Grp Sat Flow(s),veh/h/ln	1781	0	1852	1781	0	1853	1700	0	0	1808	0	1585
Q Serve(g_s), s	5.3	0.0	0.0	0.4	0.0	0.1	2.4	0.0	0.0	3.1	0.0	7.7
Cycle Q Clear(g_c), s	5.3	0.0	0.0	0.4	0.0	0.1	2.4	0.0	0.0	3.1	0.0	7.7
Prop In Lane	1.00		0.05	1.00		0.05	0.56		0.40	0.69		1.00
Lane Grp Cap(c), veh/h	151	0	1051	28	0	924	150	0	0	232	0	203
V/C Ratio(X)	0.81	0.00	0.67	0.32	0.00	0.41	0.37	0.00	0.00	0.33	0.00	0.78
Avail Cap(c_a), veh/h	156	0	1051	156	0	924	213	0	0	429	0	376
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.00	0.83	0.97	0.00	0.97	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.6	0.0	0.0	38.3	0.0	0.1	34.4	0.0	0.0	31.7	0.0	33.8
Incr Delay (d2), s/veh	21.8	0.0	2.8	6.1	0.0	1.3	1.5	0.0	0.0	0.8	0.0	6.3
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	3.0	0.0	0.8	0.2	0.0	0.3	1.0	0.0	0.0	1.4	0.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.4	0.0	2.8	44.4	0.0	1.3	35.9	0.0	0.0	32.6	0.0	40.0
LnGrp LOS	D	A	A	D	A	A	D	A	A	C	A	D
Approach Vol, veh/h		823			384			55			235	
Approach Delay, s/veh		10.4			2.3			35.9			37.6	
Approach LOS		B			A			D			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.1	5.3	49.4		14.3	10.8	43.9				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		10.0	7.0	28.0		19.0	7.0	28.0				
Max Q Clear Time (g_c+I1), s		4.4	2.4	2.0		9.7	7.3	2.1				
Green Ext Time (p_c), s		0.1	0.0	5.4		0.6	0.0	2.1				

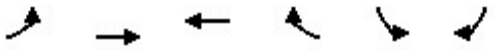
Intersection Summary												
HCM 6th Ctrl Delay			13.6									
HCM 6th LOS			B									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	116	455	284	216	173	127
Future Volume (veh/h)	116	455	284	216	173	127
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	130	511	319	243	194	143
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	182	1775	551	410	487	433
Arrive On Green	0.10	0.50	0.28	0.28	0.27	0.27
Sat Flow, veh/h	1781	3647	2035	1445	1781	1585
Grp Volume(v), veh/h	130	511	291	271	194	143
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1610	1781	1585
Q Serve(g_s), s	2.5	3.0	4.9	5.1	3.1	2.5
Cycle Q Clear(g_c), s	2.5	3.0	4.9	5.1	3.1	2.5
Prop In Lane	1.00			0.90	1.00	1.00
Lane Grp Cap(c), veh/h	182	1775	504	457	487	433
V/C Ratio(X)	0.71	0.29	0.58	0.59	0.40	0.33
Avail Cap(c_a), veh/h	303	2925	958	868	1416	1260
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	15.3	5.2	10.8	10.9	10.4	10.2
Incr Delay (d2), s/veh	5.1	0.1	1.0	1.2	0.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.6	1.6	1.5	0.9	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.5	5.2	11.9	12.1	11.0	10.7
LnGrp LOS	C	A	B	B	B	B
Approach Vol, veh/h		641	562		337	
Approach Delay, s/veh		8.3	12.0		10.8	
Approach LOS		A	B		B	

Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	21.6	13.6	7.6	14.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	29.0	28.0	6.0	19.0
Max Q Clear Time (g_c+I1), s	5.0	5.1	4.5	7.1
Green Ext Time (p_c), s	3.5	1.0	0.0	2.8

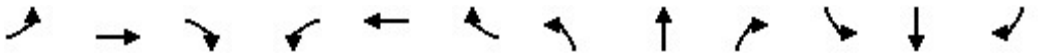
Intersection Summary	
HCM 6th Ctrl Delay	10.2
HCM 6th LOS	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	116	455	284	216	173	127
Future Volume (veh/h)	116	455	284	216	173	127
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	130	511	319	243	194	143
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	182	1775	551	410	487	595
Arrive On Green	0.10	0.50	0.28	0.28	0.27	0.27
Sat Flow, veh/h	1781	3647	2035	1445	1781	1585
Grp Volume(v), veh/h	130	511	291	271	194	143
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1610	1781	1585
Q Serve(g_s), s	2.5	3.0	4.9	5.1	3.1	2.2
Cycle Q Clear(g_c), s	2.5	3.0	4.9	5.1	3.1	2.2
Prop In Lane	1.00			0.90	1.00	1.00
Lane Grp Cap(c), veh/h	182	1775	504	457	487	595
V/C Ratio(X)	0.71	0.29	0.58	0.59	0.40	0.24
Avail Cap(c_a), veh/h	303	2925	958	868	1416	1422
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	15.3	5.2	10.8	10.9	10.4	7.6
Incr Delay (d2), s/veh	5.1	0.1	1.0	1.2	0.5	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	1.1	0.6	1.6	1.5	0.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.5	5.2	11.9	12.1	11.0	7.8
LnGrp LOS	C	A	B	B	B	A
Approach Vol, veh/h		641	562		337	
Approach Delay, s/veh		8.3	12.0		9.6	
Approach LOS		A	B		A	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			21.6		13.6	7.6	14.0
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			29.0		28.0	6.0	19.0
Max Q Clear Time (g_c+I1), s			5.0		5.1	4.5	7.1
Green Ext Time (p_c), s			3.5		1.0	0.0	2.8

Intersection Summary	
HCM 6th Ctrl Delay	9.9
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	195	165	255	164	0	134	0	385	0	0	0
Future Volume (veh/h)	0	195	165	255	164	0	134	0	385	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	247	209	323	208	0	170	0	487	0	0	0
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	3	553	957	373	1519	0	189	0	542	0	3	0
Arrive On Green	0.00	0.16	0.16	0.21	0.43	0.00	0.45	0.00	0.45	0.00	0.00	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3647	0	422	0	1209	0	1870	0
Grp Volume(v), veh/h	0	247	209	323	208	0	657	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	0	1632	0	0	0	1870	0
Q Serve(g_s), s	0.0	4.1	3.9	11.3	2.3	0.0	23.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	4.1	3.9	11.3	2.3	0.0	23.9	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.26		0.74	0.00		0.00
Lane Grp Cap(c), veh/h	3	553	957	373	1519	0	731	0	0	0	3	0
V/C Ratio(X)	0.00	0.45	0.22	0.86	0.14	0.00	0.90	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	194	1050	1179	443	1547	0	863	0	0	0	291	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	24.6	5.8	24.5	11.2	0.0	16.4	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.1	14.4	0.0	0.0	11.0	0.0	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	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.5	2.7	5.5	0.7	0.0	9.6	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	25.2	5.9	38.9	11.2	0.0	27.4	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	C	A	D	B	A	C	A	A	A	A	A
Approach Vol, veh/h		456			531			657			0	
Approach Delay, s/veh		16.4			28.1			27.4			0.0	
Approach LOS		B			C			C				

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	32.8	17.5	14.0	0.0	0.0	31.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	34.0	16.0	19.0	10.0	7.0	28.0
Max Q Clear Time (g_c+I1), s	25.9	13.3	6.1	0.0	0.0	4.3
Green Ext Time (p_c), s	2.9	0.3	1.6	0.0	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	24.5
HCM 6th LOS	C



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	275	67	46	745	1245	254
Future Volume (veh/h)	275	67	46	745	1245	254
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	316	77	53	856	1431	292
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	283	252	68	1448	1314	1113
Arrive On Green	0.16	0.16	0.04	0.77	0.70	0.70
Sat Flow, veh/h	1781	1585	1781	1870	1870	1585
Grp Volume(v), veh/h	316	77	53	856	1431	292
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	1870	1585
Q Serve(g_s), s	19.0	5.1	3.5	22.8	84.0	8.0
Cycle Q Clear(g_c), s	19.0	5.1	3.5	22.8	84.0	8.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	283	252	68	1448	1314	1113
V/C Ratio(X)	1.12	0.31	0.78	0.59	1.09	0.26
Avail Cap(c_a), veh/h	283	252	74	1455	1314	1113
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	50.3	44.5	57.0	5.6	17.8	6.5
Incr Delay (d2), s/veh	88.5	0.7	36.9	0.6	52.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.3	4.8	2.2	5.7	45.2	2.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	138.8	45.1	93.9	6.3	70.6	6.6
LnGrp LOS	F	D	F	A	F	A
Approach Vol, veh/h	393			909	1723	
Approach Delay, s/veh	120.4			11.4	59.8	
Approach LOS	F			B	E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		96.6		23.0	8.6	88.0
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		93.0		19.0	5.0	84.0
Max Q Clear Time (g_c+I1), s		24.8		21.0	5.5	86.0
Green Ext Time (p_c), s		6.5		0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	53.1
HCM 6th LOS	D



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	275	67	46	745	1245	254
Future Volume (veh/h)	275	67	46	745	1245	254
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	316	77	53	856	1431	292
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	283	313	68	1448	1314	1365
Arrive On Green	0.16	0.16	0.04	0.77	0.70	0.70
Sat Flow, veh/h	1781	1585	1781	1870	1870	1585
Grp Volume(v), veh/h	316	77	53	856	1431	292
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	1870	1585
Q Serve(g_s), s	19.0	4.9	3.5	22.8	84.0	3.7
Cycle Q Clear(g_c), s	19.0	4.9	3.5	22.8	84.0	3.7
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	283	313	68	1448	1314	1365
V/C Ratio(X)	1.12	0.25	0.78	0.59	1.09	0.21
Avail Cap(c_a), veh/h	283	313	74	1455	1314	1365
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	50.3	40.5	57.0	5.6	17.8	1.4
Incr Delay (d2), s/veh	88.5	0.4	36.9	0.6	52.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.3	4.6	2.2	5.7	45.2	2.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	138.8	40.9	93.9	6.3	70.6	1.5
LnGrp LOS	F	D	F	A	F	A
Approach Vol, veh/h	393			909	1723	
Approach Delay, s/veh	119.6			11.4	58.9	
Approach LOS	F			B	E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		96.6		23.0	8.6	88.0
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		93.0		19.0	5.0	84.0
Max Q Clear Time (g_c+I1), s		24.8		21.0	5.5	86.0
Green Ext Time (p_c), s		6.5		0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	52.5
HCM 6th LOS	D

Intersection	
Intersection Delay, s/veh	770.1
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	92	230	109	97	274	352	81	749	87	218	1172	52
Future Vol, veh/h	92	230	109	97	274	352	81	749	87	218	1172	52
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	102	256	121	108	304	391	90	832	97	242	1302	58
Number of Lanes	0	1	0	1	1	1	1	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	3	1
HCM Control Delay	339.1	79.6	663	1313.2
HCM LOS	F	F	F	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	21%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	0%	53%	0%	100%	0%	0%	96%
Vol Right, %	0%	0%	100%	25%	0%	0%	100%	0%	4%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	81	749	87	431	97	274	352	218	1224
LT Vol	81	0	0	92	97	0	0	218	0
Through Vol	0	749	0	230	0	274	0	0	1172
RT Vol	0	0	87	109	0	0	352	0	52
Lane Flow Rate	90	832	97	479	108	304	391	242	1360
Geometry Grp	8	8	8	8	7	7	7	8	8
Degree of Util (X)	0.304	2.693	0.294	1.62	0.312	0.839	1.002	0.805	4.324
Departure Headway (Hd)	16.887	16.338	15.569	17.482	16.821	16.266	15.489	16.824	16.217
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	214	233	233	216	216	225	239	218	245
Service Time	14.587	14.038	13.269	15.182	14.521	13.966	13.189	14.524	13.917
HCM Lane V/C Ratio	0.421	3.571	0.416	2.218	0.5	1.351	1.636	1.11	5.551
HCM Control Delay	26.8	806	24.6	339.1	27	69.1	102.2	65.2	1535.5
HCM Lane LOS	D	F	C	F	D	F	F	F	F
HCM 95th-tile Q	1.2	51	1.2	21.7	1.3	6.4	9.4	5.8	96

Intersection	
Intersection Delay, s/veh	732.1
Intersection LOS	F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	164	48	131	923	1596	227
Future Vol, veh/h	164	48	131	923	1596	227
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	195	57	156	1099	1900	270
Number of Lanes	1	0	0	1	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	21.3	515.4	940
HCM LOS	C	F	F

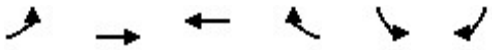
Lane	NBLn1	EBLn1	SBLn1	SBLn2
Vol Left, %	12%	77%	0%	0%
Vol Thru, %	88%	0%	100%	0%
Vol Right, %	0%	23%	0%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1054	212	1596	227
LT Vol	131	164	0	0
Through Vol	923	0	1596	0
RT Vol	0	48	0	227
Lane Flow Rate	1255	252	1900	270
Geometry Grp	5	2	7	7
Degree of Util (X)	2.091	0.494	3.336	0.422
Departure Headway (Hd)	7.49	9.418	7.393	6.67
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	502	386	513	543
Service Time	5.49	7.418	5.093	4.37
HCM Lane V/C Ratio	2.5	0.653	3.704	0.497
HCM Control Delay	515.4	21.3	1071.7	14.2
HCM Lane LOS	F	C	F	B
HCM 95th-tile Q	70.9	2.6	146.4	2.1



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	21	292	233	768	1195	54
Future Volume (veh/h)	21	292	233	768	1195	54
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	336	268	883	1374	62
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	432	349	290	2754	1450	1203
Arrive On Green	0.13	0.13	0.77	0.77	0.77	0.77
Sat Flow, veh/h	3456	2790	722	3647	1870	1553
Grp Volume(v), veh/h	24	336	268	883	1374	62
Grp Sat Flow(s),veh/h/ln	1728	1395	361	1777	1870	1553
Q Serve(g_s), s	0.5	9.6	12.2	6.0	49.8	0.7
Cycle Q Clear(g_c), s	0.5	9.6	62.0	6.0	49.8	0.7
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	432	349	290	2754	1450	1203
V/C Ratio(X)	0.06	0.96	0.92	0.32	0.95	0.05
Avail Cap(c_a), veh/h	432	349	290	2754	1450	1203
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	30.8	34.8	37.5	2.7	7.6	2.1
Incr Delay (d2), s/veh	0.1	38.5	33.7	0.1	13.3	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	0.2	5.0	3.8	0.6	10.5	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	30.9	73.3	71.2	2.8	20.9	2.1
LnGrp LOS	C	E	E	A	C	A
Approach Vol, veh/h	360			1151	1436	
Approach Delay, s/veh	70.5			18.7	20.1	
Approach LOS	E			B	C	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		66.0		14.0		66.0
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		62.0		10.0		62.0
Max Q Clear Time (g_c+I1), s		64.0		11.6		51.8
Green Ext Time (p_c), s		0.0		0.0		7.4

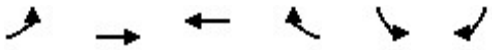
Intersection Summary		
HCM 6th Ctrl Delay		25.7
HCM 6th LOS		C



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	38	621	441	53	161	80
Future Volume (veh/h)	38	621	441	53	161	80
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	40	654	464	56	169	84
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	93	1353	1450	1229	222	197
Arrive On Green	0.78	0.78	1.00	1.00	0.12	0.12
Sat Flow, veh/h	59	1745	1870	1585	1781	1585
Grp Volume(v), veh/h	694	0	464	56	169	84
Grp Sat Flow(s),veh/h/ln	1804	0	1870	1585	1781	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	7.3	3.9
Cycle Q Clear(g_c), s	10.6	0.0	0.0	0.0	7.3	3.9
Prop In Lane	0.06			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1447	0	1450	1229	222	197
V/C Ratio(X)	0.48	0.00	0.32	0.05	0.76	0.43
Avail Cap(c_a), veh/h	1447	0	1450	1229	445	396
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.89	0.89	1.00	1.00
Uniform Delay (d), s/veh	3.2	0.0	0.0	0.0	33.9	32.4
Incr Delay (d2), s/veh	1.1	0.0	0.5	0.1	5.3	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.2	0.0	3.4	1.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.3	0.0	0.5	0.1	39.2	33.8
LnGrp LOS	A	A	A	A	D	C
Approach Vol, veh/h		694	520		253	
Approach Delay, s/veh		4.3	0.5		37.4	
Approach LOS		A	A		D	

Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			66.0		14.0	66.0
Change Period (Y+Rc), s			4.0		4.0	4.0
Max Green Setting (Gmax), s			52.0		20.0	52.0
Max Q Clear Time (g_c+I1), s			12.6		9.3	2.0
Green Ext Time (p_c), s			6.0		0.5	3.5

Intersection Summary	
HCM 6th Ctrl Delay	8.7
HCM 6th LOS	A



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	38	621	441	76	161	80
Future Volume (veh/h)	38	621	441	76	161	80
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	40	654	464	80	169	84
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	93	1351	1450	1229	222	197
Arrive On Green	0.78	0.78	1.00	1.00	0.12	0.12
Sat Flow, veh/h	59	1743	1870	1585	1781	1585
Grp Volume(v), veh/h	694	0	464	80	169	84
Grp Sat Flow(s),veh/h/ln	1802	0	1870	1585	1781	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	7.3	3.9
Cycle Q Clear(g_c), s	10.6	0.0	0.0	0.0	7.3	3.9
Prop In Lane	0.06			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1445	0	1450	1229	222	197
V/C Ratio(X)	0.48	0.00	0.32	0.07	0.76	0.43
Avail Cap(c_a), veh/h	1445	0	1450	1229	445	396
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.89	0.89	1.00	1.00
Uniform Delay (d), s/veh	3.2	0.0	0.0	0.0	33.9	32.4
Incr Delay (d2), s/veh	1.1	0.0	0.5	0.1	5.3	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.2	0.0	3.4	1.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.4	0.0	0.5	0.1	39.2	33.8
LnGrp LOS	A	A	A	A	D	C
Approach Vol, veh/h		694	544		253	
Approach Delay, s/veh		4.4	0.5		37.4	
Approach LOS		A	A		D	

Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			66.0		14.0	66.0
Change Period (Y+Rc), s			4.0		4.0	4.0
Max Green Setting (Gmax), s			52.0		20.0	52.0
Max Q Clear Time (g_c+I1), s			12.6		9.3	2.0
Green Ext Time (p_c), s			6.0		0.5	3.6

Intersection Summary	
HCM 6th Ctrl Delay	8.5
HCM 6th LOS	A

APPENDIX J -

BUILDOUT 2045 BASELINE PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS

Intersection	
Int Delay, s/veh	55

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	299	63	71	0	182	0	109	55	3	50	0	231
Future Vol, veh/h	299	63	71	0	182	0	109	55	3	50	0	231
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	325	68	77	0	198	0	118	60	3	54	0	251

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	198	0	0	145	0	0	1081	955	107	986	993	198
Stage 1	-	-	-	-	-	-	757	757	-	198	198	-
Stage 2	-	-	-	-	-	-	324	198	-	788	795	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1375	-	-	1437	-	-	195	258	947	227	245	843
Stage 1	-	-	-	-	-	-	400	416	-	804	737	-
Stage 2	-	-	-	-	-	-	688	737	-	384	399	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1375	-	-	1437	-	-	~ 109	191	947	139	181	843
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 109	191	-	139	181	-
Stage 1	-	-	-	-	-	-	296	308	-	595	737	-
Stage 2	-	-	-	-	-	-	483	737	-	228	295	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	5.8	0	286	29.3
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	129	1375	-	-	1437	-	-	443
HCM Lane V/C Ratio	1.407	0.236	-	-	-	-	-	0.689
HCM Control Delay (s)	286	8.4	0	-	0	-	-	29.3
HCM Lane LOS	F	A	A	-	A	-	-	D
HCM 95th %tile Q(veh)	12.2	0.9	-	-	0	-	-	5.1

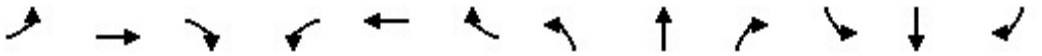
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	344	252	131	370	217	31
Future Volume (veh/h)	344	252	131	370	217	31
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	362	265	138	389	228	33
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	601	440	173	1396	274	244
Arrive On Green	1.00	1.00	0.10	0.75	0.15	0.15
Sat Flow, veh/h	1004	735	1781	1870	1781	1585
Grp Volume(v), veh/h	0	627	138	389	228	33
Grp Sat Flow(s),veh/h/ln	0	1738	1781	1870	1781	1585
Q Serve(g_s), s	0.0	0.0	6.1	5.3	9.9	1.4
Cycle Q Clear(g_c), s	0.0	0.0	6.1	5.3	9.9	1.4
Prop In Lane		0.42	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	1041	173	1396	274	244
V/C Ratio(X)	0.00	0.60	0.80	0.28	0.83	0.14
Avail Cap(c_a), veh/h	0	1041	245	1396	401	357
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.85	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	35.3	3.3	32.9	29.3
Incr Delay (d2), s/veh	0.0	2.2	11.5	0.5	9.4	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	0.0	0.6	3.0	1.2	4.9	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	2.2	46.8	3.7	42.3	29.5
LnGrp LOS	A	A	D	A	D	C
Approach Vol, veh/h	627			527	261	
Approach Delay, s/veh	2.2			15.0	40.7	
Approach LOS	A			B	D	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		16.3	11.8	51.9		63.7
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s		18.0	11.0	39.0		54.0
Max Q Clear Time (g_c+I1), s		11.9	8.1	2.0		7.3
Green Ext Time (p_c), s		0.4	0.1	4.5		2.3

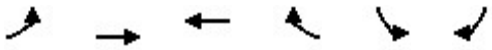
Intersection Summary	
HCM 6th Ctrl Delay	14.1
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	508	15	9	561	38	29	0	31	76	13	407
Future Volume (veh/h)	57	508	15	9	561	38	29	0	31	76	13	407
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	60	535	16	9	591	40	31	0	33	80	14	428
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	115	861	26	28	742	50	77	0	82	324	57	337
Arrive On Green	0.13	0.95	0.95	0.03	0.86	0.86	0.09	0.00	0.09	0.21	0.21	0.21
Sat Flow, veh/h	1781	1806	54	1781	1732	117	811	0	863	1527	267	1585
Grp Volume(v), veh/h	60	0	551	9	0	631	64	0	0	94	0	428
Grp Sat Flow(s),veh/h/ln	1781	0	1861	1781	0	1849	1674	0	0	1794	0	1585
Q Serve(g_s), s	2.5	0.0	2.7	0.4	0.0	12.3	2.9	0.0	0.0	3.5	0.0	17.0
Cycle Q Clear(g_c), s	2.5	0.0	2.7	0.4	0.0	12.3	2.9	0.0	0.0	3.5	0.0	17.0
Prop In Lane	1.00		0.03	1.00		0.06	0.48		0.52	0.85		1.00
Lane Grp Cap(c), veh/h	115	0	887	28	0	792	159	0	0	381	0	337
V/C Ratio(X)	0.52	0.00	0.62	0.32	0.00	0.80	0.40	0.00	0.00	0.25	0.00	1.27
Avail Cap(c_a), veh/h	156	0	887	156	0	792	209	0	0	381	0	337
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.00	0.87	0.90	0.00	0.90	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.7	0.0	1.0	38.3	0.0	4.2	34.1	0.0	0.0	26.2	0.0	31.5
Incr Delay (d2), s/veh	3.2	0.0	2.8	5.7	0.0	7.4	1.6	0.0	0.0	0.3	0.0	143.2
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	1.1	0.0	1.1	0.2	0.0	3.2	1.2	0.0	0.0	1.5	0.0	19.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.9	0.0	3.9	44.0	0.0	11.6	35.7	0.0	0.0	26.5	0.0	174.7
LnGrp LOS	D	A	A	D	A	B	D	A	A	C	A	F
Approach Vol, veh/h		611			640			64			522	
Approach Delay, s/veh		7.1			12.1			35.7			148.0	
Approach LOS		A			B			D			F	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.6	5.3	42.1		21.0	9.2	38.3				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		10.0	7.0	30.0		17.0	7.0	30.0				
Max Q Clear Time (g_c+I1), s		4.9	2.4	4.7		19.0	4.5	14.3				
Green Ext Time (p_c), s		0.1	0.0	3.9		0.0	0.0	3.4				

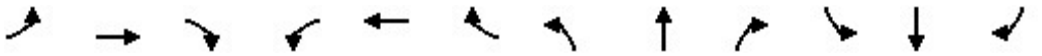
Intersection Summary	
HCM 6th Ctrl Delay	49.9
HCM 6th LOS	D



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	20	330	646	155	198	76
Future Volume (veh/h)	20	330	646	155	198	76
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	371	726	174	222	85
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	49	1845	1086	260	466	415
Arrive On Green	0.03	0.52	0.38	0.38	0.26	0.26
Sat Flow, veh/h	1781	3647	2937	681	1781	1585
Grp Volume(v), veh/h	22	371	454	446	222	85
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1748	1781	1585
Q Serve(g_s), s	0.4	2.0	7.7	7.7	3.8	1.5
Cycle Q Clear(g_c), s	0.4	2.0	7.7	7.7	3.8	1.5
Prop In Lane	1.00			0.39	1.00	1.00
Lane Grp Cap(c), veh/h	49	1845	679	668	466	415
V/C Ratio(X)	0.45	0.20	0.67	0.67	0.48	0.20
Avail Cap(c_a), veh/h	244	2823	974	958	1366	1216
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	17.5	4.7	9.4	9.4	11.4	10.5
Incr Delay (d2), s/veh	6.4	0.1	1.1	1.2	0.8	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	0.2	0.4	2.3	2.2	1.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.9	4.8	10.5	10.5	12.1	10.8
LnGrp LOS	C	A	B	B	B	B
Approach Vol, veh/h		393	900		307	
Approach Delay, s/veh		5.8	10.5		11.7	
Approach LOS		A	B		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			22.9		13.6	5.0	17.9
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			29.0		28.0	5.0	20.0
Max Q Clear Time (g_c+I1), s			4.0		5.8	2.4	9.7
Green Ext Time (p_c), s			2.5		0.9	0.0	4.2

Intersection Summary	
HCM 6th Ctrl Delay	9.6
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	118	232	534	184	0	127	0	236	0	0	0
Future Volume (veh/h)	0	118	232	534	184	0	127	0	236	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	149	294	676	233	0	161	0	299	0	0	0
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	553	735	712	2136	0	178	0	330	0	2	0
Arrive On Green	0.00	0.16	0.16	0.40	0.60	0.00	0.31	0.00	0.31	0.00	0.00	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3647	0	577	0	1072	0	1870	0
Grp Volume(v), veh/h	0	149	294	676	233	0	460	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	0	1649	0	0	0	1870	0
Q Serve(g_s), s	0.0	3.3	10.8	32.4	2.5	0.0	23.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	3.3	10.8	32.4	2.5	0.0	23.6	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.35		0.65	0.00		0.00
Lane Grp Cap(c), veh/h	2	553	735	712	2136	0	508	0	0	0	2	0
V/C Ratio(X)	0.00	0.27	0.40	0.95	0.11	0.00	0.90	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	141	766	830	768	2136	0	598	0	0	0	212	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	32.8	15.6	25.6	7.5	0.0	29.3	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.4	20.3	0.0	0.0	15.7	0.0	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	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.3	6.1	15.7	0.7	0.0	11.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	33.1	15.9	45.8	7.5	0.0	45.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	C	B	D	A	A	D	A	A	A	A	A
Approach Vol, veh/h		443			909			460			0	
Approach Delay, s/veh		21.7			36.0			45.0			0.0	
Approach LOS		C			D			D				

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	31.2	39.3	17.7	0.0	0.0	57.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	32.0	38.0	19.0	10.0	7.0	50.0
Max Q Clear Time (g_c+I1), s	25.6	34.4	12.8	0.0	0.0	4.5
Green Ext Time (p_c), s	1.6	0.9	1.0	0.0	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	34.8
HCM 6th LOS	C



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	133	55	57	889	533	222
Future Volume (veh/h)	133	55	57	889	533	222
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	153	63	66	1022	613	255
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	282	251	115	1203	896	759
Arrive On Green	0.16	0.16	0.06	0.64	0.48	0.48
Sat Flow, veh/h	1781	1585	1781	1870	1870	1585
Grp Volume(v), veh/h	153	63	66	1022	613	255
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	1870	1585
Q Serve(g_s), s	3.2	1.4	1.4	17.3	10.2	4.0
Cycle Q Clear(g_c), s	3.2	1.4	1.4	17.3	10.2	4.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	282	251	115	1203	896	759
V/C Ratio(X)	0.54	0.25	0.57	0.85	0.68	0.34
Avail Cap(c_a), veh/h	707	630	221	1671	1254	1062
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	15.6	14.9	18.3	5.7	8.1	6.5
Incr Delay (d2), s/veh	1.6	0.5	4.4	3.2	0.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.3	0.6	1.1	1.9	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.2	15.4	22.7	8.8	9.1	6.8
LnGrp LOS	B	B	C	A	A	A
Approach Vol, veh/h	216			1088	868	
Approach Delay, s/veh	16.7			9.7	8.4	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		29.9		10.4	6.6	23.3
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		36.0		16.0	5.0	27.0
Max Q Clear Time (g_c+I1), s		19.3		5.2	3.4	12.2
Green Ext Time (p_c), s		6.6		0.4	0.0	3.8

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

Intersection	
Intersection Delay, s/veh	558.8
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	105	475	60	26	285	117	151	861	99	225	605	159
Future Vol, veh/h	105	475	60	26	285	117	151	861	99	225	605	159
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	117	528	67	29	317	130	168	957	110	250	672	177
Number of Lanes	0	1	0	1	1	1	1	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	3	1
HCM Control Delay	616.4	61.2	697.5	580.9
HCM LOS	F	F	F	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	16%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	0%	74%	0%	100%	0%	0%	79%
Vol Right, %	0%	0%	100%	9%	0%	0%	100%	0%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	151	861	99	640	26	285	117	225	764
LT Vol	151	0	0	105	26	0	0	225	0
Through Vol	0	861	0	475	0	285	0	0	605
RT Vol	0	0	99	60	0	0	117	0	159
Lane Flow Rate	168	957	110	711	29	317	130	250	849
Geometry Grp	8	8	8	8	7	7	7	8	8
Degree of Util (X)	0.529	2.884	0.31	2.266	0.085	0.884	0.338	0.788	2.525
Departure Headway (Hd)	16.723	16.17	15.397	16.242	17.304	16.748	15.97	17.668	16.917
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	218	239	235	235	209	218	228	208	229
Service Time	14.423	13.87	13.097	13.942	15.004	14.448	13.67	15.368	14.617
HCM Lane V/C Ratio	0.771	4.004	0.468	3.026	0.139	1.454	0.57	1.202	3.707
HCM Control Delay	36.8	890.7	24.9	616.4	21.6	79	26.6	65.1	732.8
HCM Lane LOS	E	F	C	F	C	F	D	F	F
HCM 95th-tile Q	2.8	56.7	1.3	39.8	0.3	7	1.4	5.5	45

Intersection	
Intersection Delay, s/veh	365.9
Intersection LOS	F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	205	45	72	881	862	106
Future Vol, veh/h	205	45	72	881	862	106
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	244	54	86	1049	1026	126
Number of Lanes	1	0	0	1	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	23.5	451	370.5
HCM LOS	C	F	F

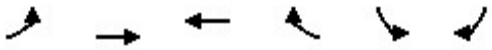
Lane	NBLn1	EBLn1	SBLn1	SBLn2
Vol Left, %	8%	82%	0%	0%
Vol Thru, %	92%	0%	100%	0%
Vol Right, %	0%	18%	0%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	953	250	862	106
LT Vol	72	205	0	0
Through Vol	881	0	862	0
RT Vol	0	45	0	106
Lane Flow Rate	1135	298	1026	126
Geometry Grp	5	2	7	7
Degree of Util (X)	1.949	0.578	1.864	0.205
Departure Headway (Hd)	7.02	8.931	7.552	6.828
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	533	408	493	529
Service Time	5.02	6.931	5.252	4.528
HCM Lane V/C Ratio	2.129	0.73	2.081	0.238
HCM Control Delay	451	23.5	414.7	11.3
HCM Lane LOS	F	C	F	B
HCM 95th-tile Q	66.5	3.5	57.3	0.8



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	36	240	216	829	578	94
Future Volume (veh/h)	36	240	216	829	578	94
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	41	276	248	953	664	108
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	596	481	931	2219	1168	969
Arrive On Green	0.17	0.17	0.62	0.62	0.62	0.62
Sat Flow, veh/h	3456	2790	1354	3647	1870	1552
Grp Volume(v), veh/h	41	276	248	953	664	108
Grp Sat Flow(s),veh/h/ln	1728	1395	677	1777	1870	1552
Q Serve(g_s), s	0.4	3.6	5.1	5.4	8.1	1.1
Cycle Q Clear(g_c), s	0.4	3.6	13.3	5.4	8.1	1.1
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	596	481	931	2219	1168	969
V/C Ratio(X)	0.07	0.57	0.27	0.43	0.57	0.11
Avail Cap(c_a), veh/h	790	638	1565	3884	2044	1696
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	13.6	15.0	8.2	3.8	4.3	3.0
Incr Delay (d2), s/veh	0.0	1.1	0.2	0.1	0.4	0.1
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	1.0	0.4	0.1	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.7	16.0	8.3	3.9	4.7	3.0
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	317			1201	772	
Approach Delay, s/veh	15.7			4.8	4.5	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		28.6		10.8		28.6
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		43.0		9.0		43.0
Max Q Clear Time (g_c+I1), s		15.3		5.6		10.1
Green Ext Time (p_c), s		9.3		0.4		4.5

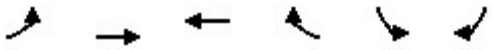
Intersection Summary	
HCM 6th Ctrl Delay	6.2
HCM 6th LOS	A



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	75	509	845	106	71	35
Future Volume (veh/h)	75	509	845	106	71	35
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	79	536	889	112	75	37
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	165	1089	1469	1245	204	182
Arrive On Green	0.79	0.79	1.00	1.00	0.11	0.11
Sat Flow, veh/h	146	1386	1870	1585	1781	1585
Grp Volume(v), veh/h	615	0	889	112	75	37
Grp Sat Flow(s),veh/h/ln	1532	0	1870	1585	1781	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	3.1	1.7
Cycle Q Clear(g_c), s	8.4	0.0	0.0	0.0	3.1	1.7
Prop In Lane	0.13			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1254	0	1469	1245	204	182
V/C Ratio(X)	0.49	0.00	0.61	0.09	0.37	0.20
Avail Cap(c_a), veh/h	1254	0	1469	1245	423	376
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.67	0.67	1.00	1.00
Uniform Delay (d), s/veh	2.7	0.0	0.0	0.0	32.7	32.1
Incr Delay (d2), s/veh	1.4	0.0	1.2	0.1	1.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.5	0.0	1.4	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.1	0.0	1.2	0.1	33.8	32.7
LnGrp LOS	A	A	A	A	C	C
Approach Vol, veh/h		615	1001		112	
Approach Delay, s/veh		4.1	1.1		33.4	
Approach LOS		A	A		C	

Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			66.8		13.2	66.8
Change Period (Y+Rc), s			4.0		4.0	4.0
Max Green Setting (Gmax), s			53.0		19.0	53.0
Max Q Clear Time (g_c+I1), s			10.4		5.1	2.0
Green Ext Time (p_c), s			6.0		0.2	9.5

Intersection Summary		
HCM 6th Ctrl Delay		4.3
HCM 6th LOS		A



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	75	509	845	151	71	35
Future Volume (veh/h)	75	509	845	151	71	35
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	79	536	889	159	75	37
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	163	1078	1469	1245	204	182
Arrive On Green	0.79	0.79	1.00	1.00	0.11	0.11
Sat Flow, veh/h	143	1372	1870	1585	1781	1585
Grp Volume(v), veh/h	615	0	889	159	75	37
Grp Sat Flow(s),veh/h/ln	1515	0	1870	1585	1781	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	3.1	1.7
Cycle Q Clear(g_c), s	8.4	0.0	0.0	0.0	3.1	1.7
Prop In Lane	0.13			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1241	0	1469	1245	204	182
V/C Ratio(X)	0.50	0.00	0.61	0.13	0.37	0.20
Avail Cap(c_a), veh/h	1241	0	1469	1245	423	376
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.67	0.67	1.00	1.00
Uniform Delay (d), s/veh	2.7	0.0	0.0	0.0	32.7	32.1
Incr Delay (d2), s/veh	1.4	0.0	1.2	0.1	1.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.5	0.0	1.4	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.2	0.0	1.2	0.1	33.8	32.7
LnGrp LOS	A	A	A	A	C	C
Approach Vol, veh/h		615	1048		112	
Approach Delay, s/veh		4.2	1.1		33.4	
Approach LOS		A	A		C	

Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			66.8		13.2	66.8
Change Period (Y+Rc), s			4.0		4.0	4.0
Max Green Setting (Gmax), s			53.0		19.0	53.0
Max Q Clear Time (g_c+I1), s			10.4		5.1	2.0
Green Ext Time (p_c), s			6.1		0.2	9.8

Intersection Summary		
HCM 6th Ctrl Delay		4.2
HCM 6th LOS		A

Intersection	
Int Delay, s/veh	101.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	236	86	84	16	121	0	62	69	16	76	110	262
Future Vol, veh/h	236	86	84	16	121	0	62	69	16	76	110	262
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	257	93	91	17	132	0	67	75	17	83	120	285

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	132	0	0	184	0	0	1022	819	139	865	864	132
Stage 1	-	-	-	-	-	-	653	653	-	166	166	-
Stage 2	-	-	-	-	-	-	369	166	-	699	698	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1453	-	-	1391	-	-	214	310	909	274	292	917
Stage 1	-	-	-	-	-	-	456	464	-	836	761	-
Stage 2	-	-	-	-	-	-	651	761	-	430	442	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1453	-	-	1391	-	-	75	245	909	174	231	917
Mov Cap-2 Maneuver	-	-	-	-	-	-	75	245	-	174	231	-
Stage 1	-	-	-	-	-	-	365	372	-	670	751	-
Stage 2	-	-	-	-	-	-	372	751	-	270	354	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	4.7	0.9	214.3	183.9
HCM LOS			F	F

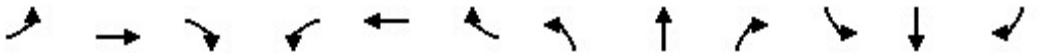
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	131	1453	-	-	1391	-	-	374
HCM Lane V/C Ratio	1.22	0.177	-	-	0.013	-	-	1.302
HCM Control Delay (s)	214.3	8	0	-	7.6	0	-	183.9
HCM Lane LOS	F	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	9.7	0.6	-	-	0	-	-	22.3



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	425	413	134	278	155	32
Future Volume (veh/h)	425	413	134	278	155	32
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	447	435	141	293	163	34
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	546	532	176	1452	220	196
Arrive On Green	1.00	1.00	0.10	0.78	0.12	0.12
Sat Flow, veh/h	871	847	1781	1870	1781	1585
Grp Volume(v), veh/h	0	882	141	293	163	34
Grp Sat Flow(s),veh/h/ln	0	1718	1781	1870	1781	1585
Q Serve(g_s), s	0.0	0.0	6.2	3.3	7.1	1.5
Cycle Q Clear(g_c), s	0.0	0.0	6.2	3.3	7.1	1.5
Prop In Lane		0.49	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	1078	176	1452	220	196
V/C Ratio(X)	0.00	0.82	0.80	0.20	0.74	0.17
Avail Cap(c_a), veh/h	0	1078	245	1452	401	357
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.58	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	35.3	2.4	33.8	31.4
Incr Delay (d2), s/veh	0.0	4.1	12.0	0.3	4.9	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.2	3.1	0.6	3.3	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	4.1	47.3	2.7	38.7	31.8
LnGrp LOS	A	A	D	A	D	C
Approach Vol, veh/h	882			434	197	
Approach Delay, s/veh	4.1			17.2	37.5	
Approach LOS	A			B	D	

Timer - Assigned Phs	2	3	4	8
Phs Duration (G+Y+Rc), s	13.9	11.9	54.2	66.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.0	11.0	39.0	54.0
Max Q Clear Time (g_c+I1), s	9.1	8.2	2.0	5.3
Green Ext Time (p_c), s	0.4	0.1	7.8	1.7

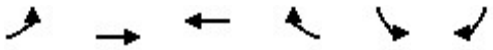
Intersection Summary	
HCM 6th Ctrl Delay	12.2
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	748	38	9	418	21	32	2	22	62	23	181
Future Volume (veh/h)	135	748	38	9	418	21	32	2	22	62	23	181
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	142	787	40	9	440	22	34	2	23	65	24	191
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	156	959	49	28	833	42	90	5	61	197	73	237
Arrive On Green	0.17	1.00	1.00	0.03	0.94	0.94	0.09	0.09	0.09	0.15	0.15	0.15
Sat Flow, veh/h	1781	1764	90	1781	1766	88	981	58	663	1318	487	1585
Grp Volume(v), veh/h	142	0	827	9	0	462	59	0	0	89	0	191
Grp Sat Flow(s),veh/h/ln	1781	0	1854	1781	0	1854	1702	0	0	1804	0	1585
Q Serve(g_s), s	6.3	0.0	0.0	0.4	0.0	2.3	2.6	0.0	0.0	3.5	0.0	9.3
Cycle Q Clear(g_c), s	6.3	0.0	0.0	0.4	0.0	2.3	2.6	0.0	0.0	3.5	0.0	9.3
Prop In Lane	1.00		0.05	1.00		0.05	0.58		0.39	0.73		1.00
Lane Grp Cap(c), veh/h	156	0	1007	28	0	875	155	0	0	270	0	237
V/C Ratio(X)	0.91	0.00	0.82	0.32	0.00	0.53	0.38	0.00	0.00	0.33	0.00	0.81
Avail Cap(c_a), veh/h	156	0	1007	156	0	875	213	0	0	429	0	376
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.00	0.74	0.95	0.00	0.95	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.7	0.0	0.0	38.3	0.0	1.3	34.2	0.0	0.0	30.4	0.0	32.9
Incr Delay (d2), s/veh	38.4	0.0	5.7	6.0	0.0	2.2	1.5	0.0	0.0	0.7	0.0	6.7
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	4.1	0.0	1.6	0.2	0.0	0.9	1.1	0.0	0.0	1.6	0.0	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.1	0.0	5.7	44.3	0.0	3.4	35.7	0.0	0.0	31.1	0.0	39.6
LnGrp LOS	E	A	A	D	A	A	D	A	A	C	A	D
Approach Vol, veh/h		969			471			59			280	
Approach Delay, s/veh		15.3			4.2			35.7			36.9	
Approach LOS		B			A			D			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.3	5.3	47.5		16.0	11.0	41.7				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		10.0	7.0	28.0		19.0	7.0	28.0				
Max Q Clear Time (g_c+I1), s		4.6	2.4	2.0		11.3	8.3	4.3				
Green Ext Time (p_c), s		0.1	0.0	7.0		0.7	0.0	2.6				

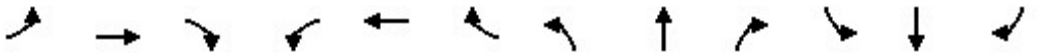
Intersection Summary												
HCM 6th Ctrl Delay			16.4									
HCM 6th LOS			B									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	88	581	363	235	197	102
Future Volume (veh/h)	88	581	363	235	197	102
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	99	653	408	264	221	115
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	155	1819	653	418	475	423
Arrive On Green	0.09	0.51	0.31	0.31	0.27	0.27
Sat Flow, veh/h	1781	3647	2171	1330	1781	1585
Grp Volume(v), veh/h	99	653	348	324	221	115
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1631	1781	1585
Q Serve(g_s), s	1.9	4.0	6.0	6.1	3.8	2.1
Cycle Q Clear(g_c), s	1.9	4.0	6.0	6.1	3.8	2.1
Prop In Lane	1.00			0.82	1.00	1.00
Lane Grp Cap(c), veh/h	155	1819	559	513	475	423
V/C Ratio(X)	0.64	0.36	0.62	0.63	0.46	0.27
Avail Cap(c_a), veh/h	295	2848	933	856	1378	1226
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	16.0	5.3	10.6	10.6	11.1	10.5
Incr Delay (d2), s/veh	4.3	0.1	1.1	1.3	0.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.8	1.9	1.8	1.2	2.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.3	5.4	11.7	11.9	11.8	10.8
LnGrp LOS	C	A	B	B	B	B
Approach Vol, veh/h		752	672		336	
Approach Delay, s/veh		7.4	11.8		11.5	
Approach LOS		A	B		B	

Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	22.5	13.7	7.2	15.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	29.0	28.0	6.0	19.0
Max Q Clear Time (g_c+I1), s	6.0	5.8	3.9	8.1
Green Ext Time (p_c), s	4.7	1.0	0.0	3.2

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	182	178	323	152	0	142	0	482	0	0	0
Future Volume (veh/h)	0	182	178	323	152	0	142	0	482	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	230	225	409	192	0	180	0	610	0	0	0
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	363	994	445	1398	0	194	0	659	0	2	0
Arrive On Green	0.00	0.10	0.10	0.25	0.39	0.00	0.52	0.00	0.52	0.00	0.00	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3647	0	370	0	1255	0	1870	0
Grp Volume(v), veh/h	0	230	225	409	192	0	790	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	0	1626	0	0	0	1870	0
Q Serve(g_s), s	0.0	6.1	6.0	21.9	3.4	0.0	43.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	6.1	6.0	21.9	3.4	0.0	43.9	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.23		0.77	0.00		0.00
Lane Grp Cap(c), veh/h	2	363	994	445	1398	0	853	0	0	0	2	0
V/C Ratio(X)	0.00	0.63	0.23	0.92	0.14	0.00	0.93	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	128	691	1140	528	1490	0	1014	0	0	0	191	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	42.1	7.9	35.7	19.0	0.0	21.5	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.8	0.1	19.2	0.0	0.0	12.5	0.0	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	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.6	5.2	11.1	1.3	0.0	18.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	43.9	8.0	54.9	19.1	0.0	34.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	D	A	D	B	A	C	A	A	A	A	A
Approach Vol, veh/h		455			601			790			0	
Approach Delay, s/veh		26.2			43.5			34.0			0.0	
Approach LOS		C			D			C				

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	55.3	28.5	14.0	0.0	0.0	42.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	61.0	29.0	19.0	10.0	7.0	41.0
Max Q Clear Time (g_c+I1), s	45.9	23.9	8.1	0.0	0.0	5.4
Green Ext Time (p_c), s	5.4	0.6	1.5	0.0	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	35.1
HCM 6th LOS	D



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	266	67	46	745	1245	250
Future Volume (veh/h)	266	67	46	745	1245	250
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	306	77	53	856	1431	287
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	283	252	68	1448	1314	1113
Arrive On Green	0.16	0.16	0.04	0.77	0.70	0.70
Sat Flow, veh/h	1781	1585	1781	1870	1870	1585
Grp Volume(v), veh/h	306	77	53	856	1431	287
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	1870	1585
Q Serve(g_s), s	19.0	5.1	3.5	22.8	84.0	7.9
Cycle Q Clear(g_c), s	19.0	5.1	3.5	22.8	84.0	7.9
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	283	252	68	1448	1314	1113
V/C Ratio(X)	1.08	0.31	0.78	0.59	1.09	0.26
Avail Cap(c_a), veh/h	283	252	74	1455	1314	1113
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	50.3	44.5	57.0	5.6	17.8	6.5
Incr Delay (d2), s/veh	76.8	0.7	36.9	0.6	52.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.4	4.8	2.2	5.7	45.2	2.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	127.1	45.1	93.9	6.3	70.6	6.6
LnGrp LOS	F	D	F	A	F	A
Approach Vol, veh/h	383			909	1718	
Approach Delay, s/veh	110.6			11.4	59.9	
Approach LOS	F			B	E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		96.6		23.0	8.6	88.0
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		93.0		19.0	5.0	84.0
Max Q Clear Time (g_c+I1), s		24.8		21.0	5.5	86.0
Green Ext Time (p_c), s		6.5		0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	51.7
HCM 6th LOS	D

Intersection	
Intersection Delay, s/veh	773.6
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	130	373	153	104	445	372	107	685	92	234	1117	74
Future Vol, veh/h	130	373	153	104	445	372	107	685	92	234	1117	74
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	144	414	170	116	494	413	119	761	102	260	1241	82
Number of Lanes	0	1	0	1	1	1	1	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	3	1
HCM Control Delay	739.4	172.1	567.8	1305.9
HCM LOS	F	F	F	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	20%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	0%	57%	0%	100%	0%	0%	94%
Vol Right, %	0%	0%	100%	23%	0%	0%	100%	0%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	107	685	92	656	104	445	372	234	1191
LT Vol	107	0	0	130	104	0	0	234	0
Through Vol	0	685	0	373	0	445	0	0	1117
RT Vol	0	0	92	153	0	0	372	0	74
Lane Flow Rate	119	761	102	729	116	494	413	260	1323
Geometry Grp	8	8	8	8	7	7	7	8	8
Degree of Util (X)	0.411	2.526	0.319	2.544	0.338	1.378	1.071	0.892	4.341
Departure Headway (Hd)	14.471	13.913	13.131	16.198	18.609	18.05	17.267	18.029	17.387
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	251	266	276	233	195	208	215	203	225
Service Time	12.171	11.613	10.831	13.898	16.309	15.75	14.967	15.729	15.087
HCM Lane V/C Ratio	0.474	2.861	0.37	3.129	0.595	2.375	1.921	1.281	5.88
HCM Control Delay	26.9	725.6	21.9	739.4	30.5	241.5	128.6	84.9	1545.8
HCM Lane LOS	D	F	C	F	D	F	F	F	F
HCM 95th-tile Q	1.9	53.9	1.3	47.4	1.4	15.9	10.1	6.9	90.2

Intersection	
Intersection Delay, s/veh	729.9
Intersection LOS	F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	164	48	130	918	1595	227
Future Vol, veh/h	164	48	130	918	1595	227
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	195	57	155	1093	1899	270
Number of Lanes	1	0	0	1	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	21.3	510.1	938.8
HCM LOS	C	F	F

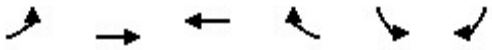
Lane	NBLn1	EBLn1	SBLn1	SBLn2
Vol Left, %	12%	77%	0%	0%
Vol Thru, %	88%	0%	100%	0%
Vol Right, %	0%	23%	0%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1048	212	1595	227
LT Vol	130	164	0	0
Through Vol	918	0	1595	0
RT Vol	0	48	0	227
Lane Flow Rate	1248	252	1899	270
Geometry Grp	5	2	7	7
Degree of Util (X)	2.079	0.494	3.333	0.422
Departure Headway (Hd)	7.489	9.412	7.382	6.659
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	499	386	513	546
Service Time	5.489	7.412	5.082	4.359
HCM Lane V/C Ratio	2.501	0.653	3.702	0.495
HCM Control Delay	510.1	21.3	1070.4	14.1
HCM Lane LOS	F	C	F	B
HCM 95th-tile Q	70.2	2.6	146.4	2.1



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	35	362	284	752	1123	87
Future Volume (veh/h)	35	362	284	752	1123	87
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	40	416	326	864	1291	100
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	326	263	481	2975	1566	1300
Arrive On Green	0.09	0.09	0.84	0.84	0.84	0.84
Sat Flow, veh/h	3456	2790	754	3647	1870	1553
Grp Volume(v), veh/h	40	416	326	864	1291	100
Grp Sat Flow(s),veh/h/ln	1728	1395	377	1777	1870	1553
Q Serve(g_s), s	1.2	11.0	46.8	6.1	42.3	1.3
Cycle Q Clear(g_c), s	1.2	11.0	89.1	6.1	42.3	1.3
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	326	263	481	2975	1566	1300
V/C Ratio(X)	0.12	1.58	0.68	0.29	0.82	0.08
Avail Cap(c_a), veh/h	326	263	502	3075	1618	1343
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	48.4	52.9	28.4	2.0	5.0	1.7
Incr Delay (d2), s/veh	0.2	279.5	3.5	0.1	3.5	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	0.5	14.0	4.0	0.7	6.8	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	48.6	332.4	31.9	2.1	8.5	1.7
LnGrp LOS	D	F	C	A	A	A
Approach Vol, veh/h	456			1190	1391	
Approach Delay, s/veh	307.5			10.2	8.0	
Approach LOS	F			B	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		101.7		15.0		101.7
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		101.0		11.0		101.0
Max Q Clear Time (g_c+I1), s		91.1		13.0		44.3
Green Ext Time (p_c), s		6.6		0.0		17.6

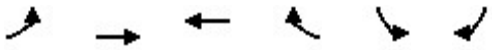
Intersection Summary		
HCM 6th Ctrl Delay		53.9
HCM 6th LOS		D



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	32	792	566	46	129	64
Future Volume (veh/h)	32	792	566	46	129	64
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	34	834	596	48	136	67
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	76	1382	1452	1231	220	196
Arrive On Green	0.78	0.78	1.00	1.00	0.12	0.12
Sat Flow, veh/h	38	1780	1870	1585	1781	1585
Grp Volume(v), veh/h	868	0	596	48	136	67
Grp Sat Flow(s),veh/h/ln	1818	0	1870	1585	1781	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	5.8	3.1
Cycle Q Clear(g_c), s	15.5	0.0	0.0	0.0	5.8	3.1
Prop In Lane	0.04			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1458	0	1452	1231	220	196
V/C Ratio(X)	0.60	0.00	0.41	0.04	0.62	0.34
Avail Cap(c_a), veh/h	1458	0	1452	1231	445	396
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.80	0.80	1.00	1.00
Uniform Delay (d), s/veh	3.7	0.0	0.0	0.0	33.3	32.1
Incr Delay (d2), s/veh	1.8	0.0	0.7	0.0	2.8	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	0.0	0.3	0.0	2.6	1.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.5	0.0	0.7	0.0	36.1	33.1
LnGrp LOS	A	A	A	A	D	C
Approach Vol, veh/h		868	644		203	
Approach Delay, s/veh		5.5	0.6		35.1	
Approach LOS		A	A		D	

Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			66.1		13.9	66.1
Change Period (Y+Rc), s			4.0		4.0	4.0
Max Green Setting (Gmax), s			52.0		20.0	52.0
Max Q Clear Time (g_c+I1), s			17.5		7.8	2.0
Green Ext Time (p_c), s			8.4		0.4	4.9

Intersection Summary		
HCM 6th Ctrl Delay	7.2	
HCM 6th LOS	A	



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	32	792	566	65	129	64
Future Volume (veh/h)	32	792	566	65	129	64
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	34	834	596	68	136	67
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	76	1381	1452	1231	220	196
Arrive On Green	0.78	0.78	1.00	1.00	0.12	0.12
Sat Flow, veh/h	38	1779	1870	1585	1781	1585
Grp Volume(v), veh/h	868	0	596	68	136	67
Grp Sat Flow(s),veh/h/ln	1816	0	1870	1585	1781	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	5.8	3.1
Cycle Q Clear(g_c), s	15.5	0.0	0.0	0.0	5.8	3.1
Prop In Lane	0.04			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1457	0	1452	1231	220	196
V/C Ratio(X)	0.60	0.00	0.41	0.06	0.62	0.34
Avail Cap(c_a), veh/h	1457	0	1452	1231	445	396
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.80	0.80	1.00	1.00
Uniform Delay (d), s/veh	3.7	0.0	0.0	0.0	33.3	32.1
Incr Delay (d2), s/veh	1.8	0.0	0.7	0.1	2.8	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	0.0	0.3	0.0	2.6	1.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.5	0.0	0.7	0.1	36.1	33.1
LnGrp LOS	A	A	A	A	D	C
Approach Vol, veh/h		868	664		203	
Approach Delay, s/veh		5.5	0.6		35.1	
Approach LOS		A	A		D	

Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			66.1		13.9	66.1
Change Period (Y+Rc), s			4.0		4.0	4.0
Max Green Setting (Gmax), s			52.0		20.0	52.0
Max Q Clear Time (g_c+I1), s			17.5		7.8	2.0
Green Ext Time (p_c), s			8.4		0.4	4.9

Intersection Summary		
HCM 6th Ctrl Delay	7.1	
HCM 6th LOS	A	

APPENDIX K -

BUILDOUT 2045 PLUS PROJECT PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS

Intersection	
Int Delay, s/veh	56.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	300	64	71	0	185	0	109	55	3	50	0	236
Future Vol, veh/h	300	64	71	0	185	0	109	55	3	50	0	236
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	326	70	77	0	201	0	118	60	3	54	0	257

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	201	0	0	147	0	0	1091	962	109	993	1000	201
Stage 1	-	-	-	-	-	-	761	761	-	201	201	-
Stage 2	-	-	-	-	-	-	330	201	-	792	799	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1371	-	-	1435	-	-	192	256	945	224	243	840
Stage 1	-	-	-	-	-	-	398	414	-	801	735	-
Stage 2	-	-	-	-	-	-	683	735	-	382	398	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1371	-	-	1435	-	-	~ 107	189	945	136	180	840
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 107	189	-	136	180	-
Stage 1	-	-	-	-	-	-	294	306	-	592	735	-
Stage 2	-	-	-	-	-	-	474	735	-	226	294	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	5.8	0	296	30.4
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	127	1371	-	-	1435	-	-	441
HCM Lane V/C Ratio	1.429	0.238	-	-	-	-	-	0.705
HCM Control Delay (s)	296	8.4	0	-	0	-	-	30.4
HCM Lane LOS	F	A	A	-	A	-	-	D
HCM 95th %tile Q(veh)	12.3	0.9	-	-	0	-	-	5.4

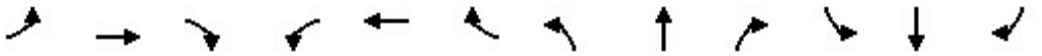
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	346	256	131	378	224	31
Future Volume (veh/h)	346	256	131	378	224	31
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	364	269	138	398	236	33
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	594	439	173	1388	282	251
Arrive On Green	1.00	1.00	0.10	0.74	0.16	0.16
Sat Flow, veh/h	999	738	1781	1870	1781	1585
Grp Volume(v), veh/h	0	633	138	398	236	33
Grp Sat Flow(s),veh/h/ln	0	1737	1781	1870	1781	1585
Q Serve(g_s), s	0.0	0.0	6.1	5.6	10.3	1.4
Cycle Q Clear(g_c), s	0.0	0.0	6.1	5.6	10.3	1.4
Prop In Lane		0.42	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	1033	173	1388	282	251
V/C Ratio(X)	0.00	0.61	0.80	0.29	0.84	0.13
Avail Cap(c_a), veh/h	0	1033	245	1388	401	357
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.84	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	35.3	3.4	32.7	29.0
Incr Delay (d2), s/veh	0.0	2.3	11.5	0.5	10.3	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	0.0	0.7	3.0	1.3	5.1	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	2.3	46.8	3.9	43.0	29.2
LnGrp LOS	A	A	D	A	D	C
Approach Vol, veh/h	633			536	269	
Approach Delay, s/veh	2.3			15.0	41.3	
Approach LOS	A			B	D	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		16.7	11.8	51.6		63.3
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s		18.0	11.0	39.0		54.0
Max Q Clear Time (g_c+I1), s		12.3	8.1	2.0		7.6
Green Ext Time (p_c), s		0.4	0.1	4.6		2.4

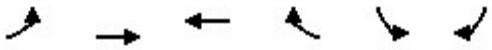
Intersection Summary	
HCM 6th Ctrl Delay	14.3
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	514	16	9	576	38	30	0	31	76	13	425
Future Volume (veh/h)	58	514	16	9	576	38	30	0	31	76	13	425
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	61	541	17	9	606	40	32	0	33	80	14	447
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	116	859	27	28	741	49	79	0	81	324	57	337
Arrive On Green	0.13	0.95	0.95	0.03	0.85	0.85	0.10	0.00	0.10	0.21	0.21	0.21
Sat Flow, veh/h	1781	1803	57	1781	1735	115	825	0	851	1527	267	1585
Grp Volume(v), veh/h	61	0	558	9	0	646	65	0	0	94	0	447
Grp Sat Flow(s),veh/h/ln	1781	0	1860	1781	0	1849	1676	0	0	1794	0	1585
Q Serve(g_s), s	2.6	0.0	2.9	0.4	0.0	13.5	2.9	0.0	0.0	3.5	0.0	17.0
Cycle Q Clear(g_c), s	2.6	0.0	2.9	0.4	0.0	13.5	2.9	0.0	0.0	3.5	0.0	17.0
Prop In Lane	1.00		0.03	1.00		0.06	0.49		0.51	0.85		1.00
Lane Grp Cap(c), veh/h	116	0	886	28	0	790	160	0	0	381	0	337
V/C Ratio(X)	0.53	0.00	0.63	0.32	0.00	0.82	0.41	0.00	0.00	0.25	0.00	1.33
Avail Cap(c_a), veh/h	156	0	886	156	0	790	209	0	0	381	0	337
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.00	0.84	0.89	0.00	0.89	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.7	0.0	1.1	38.3	0.0	4.3	34.0	0.0	0.0	26.2	0.0	31.5
Incr Delay (d2), s/veh	3.1	0.0	2.9	5.6	0.0	8.3	1.7	0.0	0.0	0.3	0.0	166.4
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	1.1	0.0	1.2	0.2	0.0	3.5	1.2	0.0	0.0	1.5	0.0	21.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.8	0.0	3.9	43.9	0.0	12.6	35.7	0.0	0.0	26.5	0.0	197.9
LnGrp LOS	D	A	A	D	A	B	D	A	A	C	A	F
Approach Vol, veh/h		619			655			65			541	
Approach Delay, s/veh		7.2			13.0			35.7			168.1	
Approach LOS		A			B			D			F	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.6	5.3	42.1		21.0	9.2	38.2				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		10.0	7.0	30.0		17.0	7.0	30.0				
Max Q Clear Time (g_c+I1), s		4.9	2.4	4.9		19.0	4.6	15.5				
Green Ext Time (p_c), s		0.1	0.0	3.9		0.0	0.0	3.4				

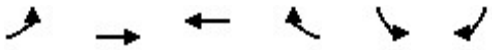
Intersection Summary	
HCM 6th Ctrl Delay	56.5
HCM 6th LOS	E



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	20	337	647	158	209	76
Future Volume (veh/h)	20	337	647	158	209	76
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	379	727	178	235	85
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	49	1846	1084	265	467	416
Arrive On Green	0.03	0.52	0.38	0.38	0.26	0.26
Sat Flow, veh/h	1781	3647	2923	693	1781	1585
Grp Volume(v), veh/h	22	379	456	449	235	85
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1746	1781	1585
Q Serve(g_s), s	0.4	2.1	7.8	7.8	4.1	1.5
Cycle Q Clear(g_c), s	0.4	2.1	7.8	7.8	4.1	1.5
Prop In Lane	1.00			0.40	1.00	1.00
Lane Grp Cap(c), veh/h	49	1846	680	669	467	416
V/C Ratio(X)	0.45	0.21	0.67	0.67	0.50	0.20
Avail Cap(c_a), veh/h	243	2811	969	952	1361	1211
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	17.6	4.7	9.4	9.4	11.5	10.5
Incr Delay (d2), s/veh	6.4	0.1	1.2	1.2	0.8	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	0.2	0.4	2.3	2.3	1.3	1.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.9	4.8	10.5	10.6	12.3	10.8
LnGrp LOS	C	A	B	B	B	B
Approach Vol, veh/h		401	905		320	
Approach Delay, s/veh		5.8	10.6		11.9	
Approach LOS		A	B		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			23.0		13.6	5.0	18.0
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			29.0		28.0	5.0	20.0
Max Q Clear Time (g_c+I1), s			4.1		6.1	2.4	9.8
Green Ext Time (p_c), s			2.5		0.9	0.0	4.2

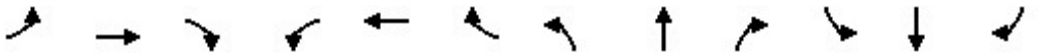
Intersection Summary	
HCM 6th Ctrl Delay	9.7
HCM 6th LOS	A



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	20	337	647	158	209	76
Future Volume (veh/h)	20	337	647	158	209	76
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	379	727	178	235	85
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	49	1846	1084	265	467	459
Arrive On Green	0.03	0.52	0.38	0.38	0.26	0.26
Sat Flow, veh/h	1781	3647	2923	693	1781	1585
Grp Volume(v), veh/h	22	379	456	449	235	85
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1746	1781	1585
Q Serve(g_s), s	0.4	2.1	7.8	7.8	4.1	1.5
Cycle Q Clear(g_c), s	0.4	2.1	7.8	7.8	4.1	1.5
Prop In Lane	1.00			0.40	1.00	1.00
Lane Grp Cap(c), veh/h	49	1846	680	669	467	459
V/C Ratio(X)	0.45	0.21	0.67	0.67	0.50	0.19
Avail Cap(c_a), veh/h	243	2811	969	952	1361	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	1.00
Uniform Delay (d), s/veh	17.6	4.7	9.4	9.4	11.5	9.8
Incr Delay (d2), s/veh	6.4	0.1	1.2	1.2	0.8	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	0.2	0.4	2.3	2.3	1.3	1.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.9	4.8	10.5	10.6	12.3	10.0
LnGrp LOS	C	A	B	B	B	A
Approach Vol, veh/h		401	905		320	
Approach Delay, s/veh		5.8	10.6		11.7	
Approach LOS		A	B		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			23.0		13.6	5.0	18.0
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			29.0		28.0	5.0	20.0
Max Q Clear Time (g_c+I1), s			4.1		6.1	2.4	9.8
Green Ext Time (p_c), s			2.5		0.9	0.0	4.2

Intersection Summary	
HCM 6th Ctrl Delay	9.6
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	121	232	535	185	0	127	0	239	0	0	0
Future Volume (veh/h)	0	121	232	535	185	0	127	0	239	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	153	294	677	234	0	161	0	303	0	0	0
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	551	737	712	2132	0	177	0	334	0	2	0
Arrive On Green	0.00	0.16	0.16	0.40	0.60	0.00	0.31	0.00	0.31	0.00	0.00	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3647	0	572	0	1076	0	1870	0
Grp Volume(v), veh/h	0	153	294	677	234	0	464	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	0	1648	0	0	0	1870	0
Q Serve(g_s), s	0.0	3.4	10.8	32.7	2.5	0.0	24.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	3.4	10.8	32.7	2.5	0.0	24.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.35		0.65	0.00		0.00
Lane Grp Cap(c), veh/h	2	551	737	712	2132	0	511	0	0	0	2	0
V/C Ratio(X)	0.00	0.28	0.40	0.95	0.11	0.00	0.91	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	140	759	830	761	2132	0	593	0	0	0	210	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	33.2	15.6	25.8	7.6	0.0	29.5	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.3	20.7	0.0	0.0	16.4	0.0	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	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.4	6.1	15.9	0.7	0.0	11.3	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	33.4	16.0	46.6	7.6	0.0	45.9	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	C	B	D	A	A	D	A	A	A	A	A
Approach Vol, veh/h		447			911			464			0	
Approach Delay, s/veh		21.9			36.6			45.9			0.0	
Approach LOS		C			D			D				

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		31.6	39.6	17.8		0.0	0.0	57.3				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		32.0	38.0	19.0		10.0	7.0	50.0				
Max Q Clear Time (g_c+I1), s		26.0	34.7	12.8		0.0	0.0	4.5				
Green Ext Time (p_c), s		1.5	0.8	1.0		0.0	0.0	1.3				

Intersection Summary	
HCM 6th Ctrl Delay	35.4
HCM 6th LOS	D



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	135	55	58	889	533	232
Future Volume (veh/h)	135	55	58	889	533	232
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	155	63	67	1022	613	267
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	282	251	117	1203	895	758
Arrive On Green	0.16	0.16	0.07	0.64	0.48	0.48
Sat Flow, veh/h	1781	1585	1781	1870	1870	1585
Grp Volume(v), veh/h	155	63	67	1022	613	267
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	1870	1585
Q Serve(g_s), s	3.2	1.4	1.5	17.3	10.3	4.3
Cycle Q Clear(g_c), s	3.2	1.4	1.5	17.3	10.3	4.3
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	282	251	117	1203	895	758
V/C Ratio(X)	0.55	0.25	0.57	0.85	0.69	0.35
Avail Cap(c_a), veh/h	707	629	221	1670	1253	1062
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	15.6	14.9	18.3	5.7	8.2	6.6
Incr Delay (d2), s/veh	1.7	0.5	4.4	3.2	0.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.6	1.1	1.9	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.3	15.4	22.7	8.8	9.1	6.9
LnGrp LOS	B	B	C	A	A	A
Approach Vol, veh/h	218			1089	880	
Approach Delay, s/veh	16.7			9.7	8.4	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		29.9		10.4	6.6	23.3
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		36.0		16.0	5.0	27.0
Max Q Clear Time (g_c+I1), s		19.3		5.2	3.5	12.3
Green Ext Time (p_c), s		6.6		0.4	0.0	3.8

Intersection Summary	
HCM 6th Ctrl Delay	9.9
HCM 6th LOS	A



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	135	55	58	889	533	232
Future Volume (veh/h)	135	55	58	889	533	232
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	155	63	67	1022	613	267
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	282	355	117	1203	895	1010
Arrive On Green	0.16	0.16	0.07	0.64	0.48	0.48
Sat Flow, veh/h	1781	1585	1781	1870	1870	1585
Grp Volume(v), veh/h	155	63	67	1022	613	267
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	1870	1585
Q Serve(g_s), s	3.2	1.3	1.5	17.3	10.3	3.0
Cycle Q Clear(g_c), s	3.2	1.3	1.5	17.3	10.3	3.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	282	355	117	1203	895	1010
V/C Ratio(X)	0.55	0.18	0.57	0.85	0.69	0.26
Avail Cap(c_a), veh/h	707	733	221	1670	1253	1313
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	15.6	12.6	18.3	5.7	8.2	3.2
Incr Delay (d2), s/veh	1.7	0.2	4.4	3.2	0.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.6	1.1	1.9	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.3	12.9	22.7	8.8	9.1	3.3
LnGrp LOS	B	B	C	A	A	A
Approach Vol, veh/h	218			1089	880	
Approach Delay, s/veh	16.0			9.7	7.3	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		29.9		10.4	6.6	23.3
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		36.0		16.0	5.0	27.0
Max Q Clear Time (g_c+I1), s		19.3		5.2	3.5	12.3
Green Ext Time (p_c), s		6.6		0.4	0.0	3.8

Intersection Summary	
HCM 6th Ctrl Delay	9.4
HCM 6th LOS	A

Intersection	
Intersection Delay, s/veh	563.5
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	105	475	63	27	285	117	152	862	99	225	612	159
Future Vol, veh/h	105	475	63	27	285	117	152	862	99	225	612	159
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	117	528	70	30	317	130	169	958	110	250	680	177
Number of Lanes	0	1	0	1	1	1	1	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	3	1
HCM Control Delay	621.8	61.3	699	590.7
HCM LOS	F	F	F	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	16%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	0%	74%	0%	100%	0%	0%	79%
Vol Right, %	0%	0%	100%	10%	0%	0%	100%	0%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	152	862	99	643	27	285	117	225	771
LT Vol	152	0	0	105	27	0	0	225	0
Through Vol	0	862	0	475	0	285	0	0	612
RT Vol	0	0	99	63	0	0	117	0	159
Lane Flow Rate	169	958	110	714	30	317	130	250	857
Geometry Grp	8	8	8	8	7	7	7	8	8
Degree of Util (X)	0.533	2.889	0.31	2.278	0.088	0.884	0.338	0.789	2.55
Departure Headway (Hd)	16.784	16.231	15.457	16.277	17.365	16.809	16.031	17.696	16.946
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	218	239	234	229	208	218	226	208	223
Service Time	14.484	13.931	13.157	13.977	15.065	14.509	13.731	15.396	14.646
HCM Lane V/C Ratio	0.775	4.008	0.47	3.118	0.144	1.454	0.575	1.202	3.843
HCM Control Delay	37.2	893.1	25	621.8	21.7	79.2	26.7	65.3	744
HCM Lane LOS	E	F	C	F	C	F	D	F	F
HCM 95th-tile Q	2.8	56.6	1.3	40	0.3	7	1.4	5.5	45.6

Intersection	
Intersection Delay, s/veh	369.4
Intersection LOS	F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	205	46	73	882	867	106
Future Vol, veh/h	205	46	73	882	867	106
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	244	55	87	1050	1032	126
Number of Lanes	1	0	0	1	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	23.6	453.7	375.9
HCM LOS	C	F	F

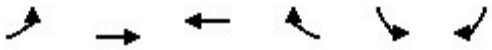
Lane	NBLn1	EBLn1	SBLn1	SBLn2
Vol Left, %	8%	82%	0%	0%
Vol Thru, %	92%	0%	100%	0%
Vol Right, %	0%	18%	0%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	955	251	867	106
LT Vol	73	205	0	0
Through Vol	882	0	867	0
RT Vol	0	46	0	106
Lane Flow Rate	1137	299	1032	126
Geometry Grp	5	2	7	7
Degree of Util (X)	1.955	0.581	1.877	0.205
Departure Headway (Hd)	7.04	8.941	7.568	6.844
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	523	406	495	527
Service Time	5.04	6.941	5.268	4.544
HCM Lane V/C Ratio	2.174	0.736	2.085	0.239
HCM Control Delay	453.7	23.6	420.5	11.3
HCM Lane LOS	F	C	F	B
HCM 95th-tile Q	66.7	3.6	57.9	0.8



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	36	243	217	830	581	94
Future Volume (veh/h)	36	243	217	830	581	94
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	41	279	249	954	668	108
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	594	479	928	2224	1170	971
Arrive On Green	0.17	0.17	0.63	0.63	0.63	0.63
Sat Flow, veh/h	3456	2790	1348	3647	1870	1552
Grp Volume(v), veh/h	41	279	249	954	668	108
Grp Sat Flow(s),veh/h/ln	1728	1395	674	1777	1870	1552
Q Serve(g_s), s	0.4	3.6	5.2	5.4	8.2	1.1
Cycle Q Clear(g_c), s	0.4	3.6	13.4	5.4	8.2	1.1
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	594	479	928	2224	1170	971
V/C Ratio(X)	0.07	0.58	0.27	0.43	0.57	0.11
Avail Cap(c_a), veh/h	787	635	1551	3866	2035	1689
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	13.7	15.1	8.2	3.8	4.3	3.0
Incr Delay (d2), s/veh	0.0	1.1	0.2	0.1	0.4	0.1
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	1.0	0.4	0.1	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.8	16.2	8.4	3.9	4.7	3.0
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	320			1203	776	
Approach Delay, s/veh	15.9			4.8	4.5	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		28.7		10.8		28.7
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		43.0		9.0		43.0
Max Q Clear Time (g_c+I1), s		15.4		5.6		10.2
Green Ext Time (p_c), s		9.3		0.4		4.6

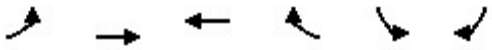
Intersection Summary	
HCM 6th Ctrl Delay	6.3
HCM 6th LOS	A



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	92	509	845	130	79	39
Future Volume (veh/h)	92	509	845	130	79	39
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	97	536	889	137	83	41
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	175	936	1464	1241	209	186
Arrive On Green	0.78	0.78	0.78	0.78	0.12	0.12
Sat Flow, veh/h	157	1195	1870	1585	1781	1585
Grp Volume(v), veh/h	633	0	889	137	83	41
Grp Sat Flow(s),veh/h/ln	1352	0	1870	1585	1781	1585
Q Serve(g_s), s	4.1	0.0	15.7	1.6	3.5	1.9
Cycle Q Clear(g_c), s	19.8	0.0	15.7	1.6	3.5	1.9
Prop In Lane	0.15			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1110	0	1464	1241	209	186
V/C Ratio(X)	0.57	0.00	0.61	0.11	0.40	0.22
Avail Cap(c_a), veh/h	1110	0	1464	1241	423	376
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.64	0.64	1.00	1.00
Uniform Delay (d), s/veh	3.1	0.0	3.6	2.1	32.7	32.0
Incr Delay (d2), s/veh	2.1	0.0	1.2	0.1	1.2	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	3.8	0.3	1.5	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.2	0.0	4.8	2.2	33.9	32.6
LnGrp LOS	A	A	A	A	C	C
Approach Vol, veh/h		633	1026		124	
Approach Delay, s/veh		5.2	4.4		33.5	
Approach LOS		A	A		C	

Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			66.6		13.4	66.6
Change Period (Y+Rc), s			4.0		4.0	4.0
Max Green Setting (Gmax), s			53.0		19.0	53.0
Max Q Clear Time (g_c+I1), s			21.8		5.5	17.7
Green Ext Time (p_c), s			6.2		0.2	9.1

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	92	509	845	186	79	39
Future Volume (veh/h)	92	509	845	186	79	39
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	97	536	889	196	83	41
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	184	988	1464	1241	209	186
Arrive On Green	0.78	0.78	1.00	1.00	0.12	0.12
Sat Flow, veh/h	169	1262	1870	1585	1781	1585
Grp Volume(v), veh/h	633	0	889	196	83	41
Grp Sat Flow(s),veh/h/ln	1431	0	1870	1585	1781	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	3.5	1.9
Cycle Q Clear(g_c), s	8.9	0.0	0.0	0.0	3.5	1.9
Prop In Lane	0.15			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1173	0	1464	1241	209	186
V/C Ratio(X)	0.54	0.00	0.61	0.16	0.40	0.22
Avail Cap(c_a), veh/h	1173	0	1464	1241	423	376
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.64	0.64	1.00	1.00
Uniform Delay (d), s/veh	2.8	0.0	0.0	0.0	32.7	32.0
Incr Delay (d2), s/veh	1.8	0.0	1.2	0.2	1.2	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	0.5	0.1	1.5	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.6	0.0	1.2	0.2	33.9	32.6
LnGrp LOS	A	A	A	A	C	C
Approach Vol, veh/h		633	1085		124	
Approach Delay, s/veh		4.6	1.0		33.5	
Approach LOS		A	A		C	

Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			66.6		13.4	66.6
Change Period (Y+Rc), s			4.0		4.0	4.0
Max Green Setting (Gmax), s			53.0		19.0	53.0
Max Q Clear Time (g_c+I1), s			10.9		5.5	2.0
Green Ext Time (p_c), s			6.7		0.2	10.0

Intersection Summary		
HCM 6th Ctrl Delay		4.4
HCM 6th LOS		A

Intersection	
Int Delay, s/veh	109.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	241	88	84	16	122	0	62	69	16	76	110	263
Future Vol, veh/h	241	88	84	16	122	0	62	69	16	76	110	263
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	262	96	91	17	133	0	67	75	17	83	120	286

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	133	0	0	187	0	0	1036	833	142	879	878	133
Stage 1	-	-	-	-	-	-	666	666	-	167	167	-
Stage 2	-	-	-	-	-	-	370	167	-	712	711	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1452	-	-	1387	-	-	210	304	906	268	287	916
Stage 1	-	-	-	-	-	-	449	457	-	835	760	-
Stage 2	-	-	-	-	-	-	650	760	-	423	436	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1452	-	-	1387	-	-	72	239	906	168	226	916
Mov Cap-2 Maneuver	-	-	-	-	-	-	72	239	-	168	226	-
Stage 1	-	-	-	-	-	-	357	364	-	665	750	-
Stage 2	-	-	-	-	-	-	371	750	-	262	347	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	4.7	0.9	235.1	197.2
HCM LOS			F	F

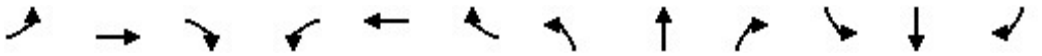
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	126	1452	-	-	1387	-	-	366
HCM Lane V/C Ratio	1.268	0.18	-	-	0.013	-	-	1.333
HCM Control Delay (s)	235.1	8	0	-	7.6	0	-	197.2
HCM Lane LOS	F	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	10.1	0.7	-	-	0	-	-	23.2



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	433	429	134	280	157	32
Future Volume (veh/h)	433	429	134	280	157	32
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	456	452	141	295	165	34
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	541	536	176	1452	220	196
Arrive On Green	1.00	1.00	0.10	0.78	0.12	0.12
Sat Flow, veh/h	862	854	1781	1870	1781	1585
Grp Volume(v), veh/h	0	908	141	295	165	34
Grp Sat Flow(s),veh/h/ln	0	1717	1781	1870	1781	1585
Q Serve(g_s), s	0.0	0.0	6.2	3.3	7.2	1.5
Cycle Q Clear(g_c), s	0.0	0.0	6.2	3.3	7.2	1.5
Prop In Lane		0.50	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	1077	176	1452	220	196
V/C Ratio(X)	0.00	0.84	0.80	0.20	0.75	0.17
Avail Cap(c_a), veh/h	0	1077	245	1452	401	357
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.54	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	35.3	2.4	33.9	31.4
Incr Delay (d2), s/veh	0.0	4.5	12.0	0.3	5.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.4	3.1	0.6	3.3	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	4.5	47.3	2.7	38.9	31.8
LnGrp LOS	A	A	D	A	D	C
Approach Vol, veh/h	908			436	199	
Approach Delay, s/veh	4.5			17.1	37.7	
Approach LOS	A			B	D	

Timer - Assigned Phs	2	3	4	8
Phs Duration (G+Y+Rc), s	13.9	11.9	54.2	66.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.0	11.0	39.0	54.0
Max Q Clear Time (g_c+I1), s	9.2	8.2	2.0	5.3
Green Ext Time (p_c), s	0.4	0.1	8.3	1.7

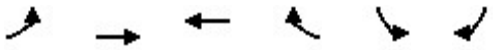
Intersection Summary	
HCM 6th Ctrl Delay	12.4
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	773	39	9	423	21	32	2	22	62	23	187
Future Volume (veh/h)	141	773	39	9	423	21	32	2	22	62	23	187
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	148	814	41	9	445	22	34	2	23	65	24	197
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	156	953	48	28	827	41	90	5	61	202	75	243
Arrive On Green	0.17	1.00	1.00	0.03	0.94	0.94	0.09	0.09	0.09	0.15	0.15	0.15
Sat Flow, veh/h	1781	1765	89	1781	1767	87	981	58	663	1318	487	1585
Grp Volume(v), veh/h	148	0	855	9	0	467	59	0	0	89	0	197
Grp Sat Flow(s),veh/h/ln	1781	0	1854	1781	0	1854	1702	0	0	1804	0	1585
Q Serve(g_s), s	6.6	0.0	0.0	0.4	0.0	2.6	2.6	0.0	0.0	3.5	0.0	9.6
Cycle Q Clear(g_c), s	6.6	0.0	0.0	0.4	0.0	2.6	2.6	0.0	0.0	3.5	0.0	9.6
Prop In Lane	1.00		0.05	1.00		0.05	0.58		0.39	0.73		1.00
Lane Grp Cap(c), veh/h	156	0	1001	28	0	868	155	0	0	276	0	243
V/C Ratio(X)	0.95	0.00	0.85	0.32	0.00	0.54	0.38	0.00	0.00	0.32	0.00	0.81
Avail Cap(c_a), veh/h	156	0	1001	156	0	868	213	0	0	429	0	376
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.71	0.00	0.71	0.95	0.00	0.95	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.8	0.0	0.0	38.3	0.0	1.4	34.2	0.0	0.0	30.2	0.0	32.8
Incr Delay (d2), s/veh	46.6	0.0	6.8	6.0	0.0	2.3	1.5	0.0	0.0	0.7	0.0	7.4
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	4.5	0.0	1.9	0.2	0.0	1.0	1.1	0.0	0.0	1.5	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.4	0.0	6.8	44.3	0.0	3.7	35.7	0.0	0.0	30.8	0.0	40.1
LnGrp LOS	E	A	A	D	A	A	D	A	A	C	A	D
Approach Vol, veh/h		1003			476			59			286	
Approach Delay, s/veh		17.5			4.5			35.7			37.2	
Approach LOS		B			A			D			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.3	5.3	47.2		16.3	11.0	41.4				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		10.0	7.0	28.0		19.0	7.0	28.0				
Max Q Clear Time (g_c+I1), s		4.6	2.4	2.0		11.6	8.6	4.6				
Green Ext Time (p_c), s		0.1	0.0	7.3		0.7	0.0	2.7				

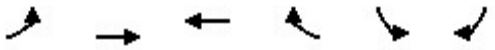
Intersection Summary	
HCM 6th Ctrl Delay	17.8
HCM 6th LOS	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	88	583	369	244	201	102
Future Volume (veh/h)	88	583	369	244	201	102
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	99	655	415	274	226	115
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	155	1831	657	429	473	421
Arrive On Green	0.09	0.52	0.32	0.32	0.27	0.27
Sat Flow, veh/h	1781	3647	2152	1346	1781	1585
Grp Volume(v), veh/h	99	655	358	331	226	115
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1628	1781	1585
Q Serve(g_s), s	2.0	4.0	6.3	6.4	3.9	2.1
Cycle Q Clear(g_c), s	2.0	4.0	6.3	6.4	3.9	2.1
Prop In Lane	1.00			0.83	1.00	1.00
Lane Grp Cap(c), veh/h	155	1831	567	519	473	421
V/C Ratio(X)	0.64	0.36	0.63	0.64	0.48	0.27
Avail Cap(c_a), veh/h	293	2824	925	848	1367	1216
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	16.1	5.3	10.6	10.6	11.3	10.6
Incr Delay (d2), s/veh	4.4	0.1	1.2	1.3	0.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.8	2.0	1.9	1.2	2.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.5	5.4	11.8	11.9	12.0	11.0
LnGrp LOS	C	A	B	B	B	B
Approach Vol, veh/h		754	689		341	
Approach Delay, s/veh		7.4	11.8		11.7	
Approach LOS		A	B		B	

Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	22.8	13.7	7.2	15.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	29.0	28.0	6.0	19.0
Max Q Clear Time (g_c+I1), s	6.0	5.9	4.0	8.4
Green Ext Time (p_c), s	4.7	1.0	0.0	3.3

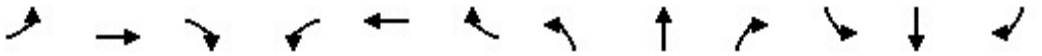
Intersection Summary	
HCM 6th Ctrl Delay	9.9
HCM 6th LOS	A



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	88	583	369	244	201	102
Future Volume (veh/h)	88	583	369	244	201	102
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	99	655	415	274	226	115
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	155	1831	657	429	473	558
Arrive On Green	0.09	0.52	0.32	0.32	0.27	0.27
Sat Flow, veh/h	1781	3647	2152	1346	1781	1585
Grp Volume(v), veh/h	99	655	358	331	226	115
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1628	1781	1585
Q Serve(g_s), s	2.0	4.0	6.3	6.4	3.9	1.8
Cycle Q Clear(g_c), s	2.0	4.0	6.3	6.4	3.9	1.8
Prop In Lane	1.00			0.83	1.00	1.00
Lane Grp Cap(c), veh/h	155	1831	567	519	473	558
V/C Ratio(X)	0.64	0.36	0.63	0.64	0.48	0.21
Avail Cap(c_a), veh/h	293	2824	925	848	1367	1354
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	16.1	5.3	10.6	10.6	11.3	8.3
Incr Delay (d2), s/veh	4.4	0.1	1.2	1.3	0.8	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	0.9	0.8	2.0	1.9	1.2	1.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.5	5.4	11.8	11.9	12.0	8.4
LnGrp LOS	C	A	B	B	B	A
Approach Vol, veh/h		754	689		341	
Approach Delay, s/veh		7.4	11.8		10.8	
Approach LOS		A	B		B	

Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	22.8	13.7	7.2	15.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	29.0	28.0	6.0	19.0
Max Q Clear Time (g_c+I1), s	6.0	5.9	4.0	8.4
Green Ext Time (p_c), s	4.7	1.0	0.0	3.3

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	183	178	325	155	0	142	0	483	0	0	0
Future Volume (veh/h)	0	183	178	325	155	0	142	0	483	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	232	225	411	196	0	180	0	611	0	0	0
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	362	994	447	1398	0	194	0	659	0	2	0
Arrive On Green	0.00	0.10	0.10	0.25	0.39	0.00	0.53	0.00	0.53	0.00	0.00	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3647	0	370	0	1256	0	1870	0
Grp Volume(v), veh/h	0	232	225	411	196	0	791	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	0	1626	0	0	0	1870	0
Q Serve(g_s), s	0.0	6.2	6.1	22.1	3.5	0.0	44.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	6.2	6.1	22.1	3.5	0.0	44.2	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.23		0.77	0.00		0.00
Lane Grp Cap(c), veh/h	2	362	994	447	1398	0	854	0	0	0	2	0
V/C Ratio(X)	0.00	0.64	0.23	0.92	0.14	0.00	0.93	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	127	687	1139	526	1483	0	1010	0	0	0	190	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	42.4	8.0	35.8	19.1	0.0	21.6	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.9	0.1	19.6	0.0	0.0	12.7	0.0	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	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.6	5.3	11.2	1.3	0.0	18.2	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	44.3	8.1	55.4	19.2	0.0	34.3	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	D	A	E	B	A	C	A	A	A	A	A
Approach Vol, veh/h		457			607			791			0	
Approach Delay, s/veh		26.5			43.7			34.3			0.0	
Approach LOS		C			D			C				

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		55.6	28.7	14.0		0.0	0.0	42.7				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		61.0	29.0	19.0		10.0	7.0	41.0				
Max Q Clear Time (g_c+I1), s		46.2	24.1	8.2		0.0	0.0	5.5				
Green Ext Time (p_c), s		5.4	0.6	1.5		0.0	0.0	1.1				

Intersection Summary												
HCM 6th Ctrl Delay			35.4									
HCM 6th LOS			D									



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	275	67	46	745	1245	254
Future Volume (veh/h)	275	67	46	745	1245	254
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	316	77	53	856	1431	292
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	283	252	68	1448	1314	1113
Arrive On Green	0.16	0.16	0.04	0.77	0.70	0.70
Sat Flow, veh/h	1781	1585	1781	1870	1870	1585
Grp Volume(v), veh/h	316	77	53	856	1431	292
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	1870	1585
Q Serve(g_s), s	19.0	5.1	3.5	22.8	84.0	8.0
Cycle Q Clear(g_c), s	19.0	5.1	3.5	22.8	84.0	8.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	283	252	68	1448	1314	1113
V/C Ratio(X)	1.12	0.31	0.78	0.59	1.09	0.26
Avail Cap(c_a), veh/h	283	252	74	1455	1314	1113
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	50.3	44.5	57.0	5.6	17.8	6.5
Incr Delay (d2), s/veh	88.5	0.7	36.9	0.6	52.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.3	4.8	2.2	5.7	45.2	2.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	138.8	45.1	93.9	6.3	70.6	6.6
LnGrp LOS	F	D	F	A	F	A
Approach Vol, veh/h	393			909	1723	
Approach Delay, s/veh	120.4			11.4	59.8	
Approach LOS	F			B	E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		96.6		23.0	8.6	88.0
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		93.0		19.0	5.0	84.0
Max Q Clear Time (g_c+I1), s		24.8		21.0	5.5	86.0
Green Ext Time (p_c), s		6.5		0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	53.1
HCM 6th LOS	D



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	275	67	46	745	1245	254
Future Volume (veh/h)	275	67	46	745	1245	254
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	316	77	53	856	1431	292
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	283	313	68	1448	1314	1365
Arrive On Green	0.16	0.16	0.04	0.77	0.70	0.70
Sat Flow, veh/h	1781	1585	1781	1870	1870	1585
Grp Volume(v), veh/h	316	77	53	856	1431	292
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	1870	1585
Q Serve(g_s), s	19.0	4.9	3.5	22.8	84.0	3.7
Cycle Q Clear(g_c), s	19.0	4.9	3.5	22.8	84.0	3.7
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	283	313	68	1448	1314	1365
V/C Ratio(X)	1.12	0.25	0.78	0.59	1.09	0.21
Avail Cap(c_a), veh/h	283	313	74	1455	1314	1365
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	50.3	40.5	57.0	5.6	17.8	1.4
Incr Delay (d2), s/veh	88.5	0.4	36.9	0.6	52.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.3	4.6	2.2	5.7	45.2	2.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	138.8	40.9	93.9	6.3	70.6	1.5
LnGrp LOS	F	D	F	A	F	A
Approach Vol, veh/h	393			909	1723	
Approach Delay, s/veh	119.6			11.4	58.9	
Approach LOS	F			B	E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		96.6		23.0	8.6	88.0
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		93.0		19.0	5.0	84.0
Max Q Clear Time (g_c+I1), s		24.8		21.0	5.5	86.0
Green Ext Time (p_c), s		6.5		0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	52.5
HCM 6th LOS	D

Intersection	
Intersection Delay, s/veh	777.2
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	130	373	154	104	445	372	109	691	92	234	1119	74
Future Vol, veh/h	130	373	154	104	445	372	109	691	92	234	1119	74
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	144	414	171	116	494	413	121	768	102	260	1243	82
Number of Lanes	0	1	0	1	1	1	1	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	3	1
HCM Control Delay	742.1	172.5	575.2	1310
HCM LOS	F	F	F	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	20%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	0%	57%	0%	100%	0%	0%	94%
Vol Right, %	0%	0%	100%	23%	0%	0%	100%	0%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	109	691	92	657	104	445	372	234	1193
LT Vol	109	0	0	130	104	0	0	234	0
Through Vol	0	691	0	373	0	445	0	0	1119
RT Vol	0	0	92	154	0	0	372	0	74
Lane Flow Rate	121	768	102	730	116	494	413	260	1326
Geometry Grp	8	8	8	8	7	7	7	8	8
Degree of Util (X)	0.419	2.548	0.319	2.55	0.338	1.378	1.072	0.893	4.351
Departure Headway (Hd)	14.438	13.88	13.098	16.192	18.716	18.157	17.374	18.03	17.387
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	251	269	276	234	194	208	215	203	225
Service Time	12.138	11.58	10.798	13.892	16.416	15.857	15.074	15.73	15.087
HCM Lane V/C Ratio	0.482	2.855	0.37	3.12	0.598	2.375	1.921	1.281	5.893
HCM Control Delay	27.2	735.3	21.8	742.1	30.7	241.9	129.2	85.1	1550.3
HCM Lane LOS	D	F	C	F	D	F	F	F	F
HCM 95th-tile Q	2	54.7	1.3	47.5	1.4	15.8	10.1	7	90.5

Intersection	
Intersection Delay, s/veh	732.1
Intersection LOS	F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	164	48	131	923	1596	227
Future Vol, veh/h	164	48	131	923	1596	227
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	195	57	156	1099	1900	270
Number of Lanes	1	0	0	1	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	21.3	515.4	940
HCM LOS	C	F	F

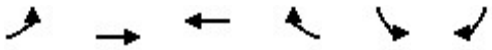
Lane	NBLn1	EBLn1	SBLn1	SBLn2
Vol Left, %	12%	77%	0%	0%
Vol Thru, %	88%	0%	100%	0%
Vol Right, %	0%	23%	0%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1054	212	1596	227
LT Vol	131	164	0	0
Through Vol	923	0	1596	0
RT Vol	0	48	0	227
Lane Flow Rate	1255	252	1900	270
Geometry Grp	5	2	7	7
Degree of Util (X)	2.091	0.494	3.336	0.422
Departure Headway (Hd)	7.49	9.418	7.393	6.67
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	502	386	513	543
Service Time	5.49	7.418	5.093	4.37
HCM Lane V/C Ratio	2.5	0.653	3.704	0.497
HCM Control Delay	515.4	21.3	1071.7	14.2
HCM Lane LOS	F	C	F	B
HCM 95th-tile Q	70.9	2.6	146.4	2.1



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	35	363	286	754	1124	87
Future Volume (veh/h)	35	363	286	754	1124	87
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	40	417	329	867	1292	100
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	324	262	481	2978	1567	1301
Arrive On Green	0.09	0.09	0.84	0.84	0.84	0.84
Sat Flow, veh/h	3456	2790	753	3647	1870	1553
Grp Volume(v), veh/h	40	417	329	867	1292	100
Grp Sat Flow(s),veh/h/ln	1728	1395	376	1777	1870	1553
Q Serve(g_s), s	1.2	11.0	47.7	6.1	42.4	1.3
Cycle Q Clear(g_c), s	1.2	11.0	90.1	6.1	42.4	1.3
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	324	262	481	2978	1567	1301
V/C Ratio(X)	0.12	1.59	0.68	0.29	0.82	0.08
Avail Cap(c_a), veh/h	324	262	499	3062	1612	1338
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	48.7	53.1	28.6	2.0	5.0	1.6
Incr Delay (d2), s/veh	0.2	284.2	3.7	0.1	3.6	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	0.5	14.1	4.1	0.7	6.8	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	48.9	337.3	32.3	2.1	8.5	1.7
LnGrp LOS	D	F	C	A	A	A
Approach Vol, veh/h	457			1196	1392	
Approach Delay, s/veh	312.0			10.4	8.0	
Approach LOS	F			B	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		102.2		15.0		102.2
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		101.0		11.0		101.0
Max Q Clear Time (g_c+I1), s		92.1		13.0		44.4
Green Ext Time (p_c), s		6.1		0.0		17.6

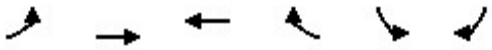
Intersection Summary	
HCM 6th Ctrl Delay	54.6
HCM 6th LOS	D



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	38	792	566	53	161	80
Future Volume (veh/h)	38	792	566	53	161	80
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	40	834	596	56	169	84
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	83	1363	1450	1229	222	197
Arrive On Green	0.78	0.78	1.00	1.00	0.12	0.12
Sat Flow, veh/h	47	1758	1870	1585	1781	1585
Grp Volume(v), veh/h	874	0	596	56	169	84
Grp Sat Flow(s),veh/h/ln	1805	0	1870	1585	1781	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	7.3	3.9
Cycle Q Clear(g_c), s	15.8	0.0	0.0	0.0	7.3	3.9
Prop In Lane	0.05			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1447	0	1450	1229	222	197
V/C Ratio(X)	0.60	0.00	0.41	0.05	0.76	0.43
Avail Cap(c_a), veh/h	1447	0	1450	1229	445	396
HCM Platoon Ratio	1.00	1.00	1.33	1.33	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.81	0.81	1.00	1.00
Uniform Delay (d), s/veh	3.8	0.0	0.0	0.0	33.9	32.4
Incr Delay (d2), s/veh	1.9	0.0	0.7	0.1	5.3	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	0.3	0.0	3.4	1.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.7	0.0	0.7	0.1	39.2	33.8
LnGrp LOS	A	A	A	A	D	C
Approach Vol, veh/h		874	652		253	
Approach Delay, s/veh		5.7	0.6		37.4	
Approach LOS		A	A		D	

Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			66.0		14.0	66.0
Change Period (Y+Rc), s			4.0		4.0	4.0
Max Green Setting (Gmax), s			52.0		20.0	52.0
Max Q Clear Time (g_c+I1), s			17.8		9.3	2.0
Green Ext Time (p_c), s			8.5		0.5	4.9

Intersection Summary		
HCM 6th Ctrl Delay	8.3	
HCM 6th LOS	A	



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	38	792	566	76	161	80
Future Volume (veh/h)	38	792	566	76	161	80
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	40	834	596	80	169	84
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	83	1362	1450	1229	222	197
Arrive On Green	0.78	0.78	1.00	1.00	0.12	0.12
Sat Flow, veh/h	47	1756	1870	1585	1781	1585
Grp Volume(v), veh/h	874	0	596	80	169	84
Grp Sat Flow(s),veh/h/ln	1803	0	1870	1585	1781	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	7.3	3.9
Cycle Q Clear(g_c), s	15.8	0.0	0.0	0.0	7.3	3.9
Prop In Lane	0.05			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1445	0	1450	1229	222	197
V/C Ratio(X)	0.60	0.00	0.41	0.07	0.76	0.43
Avail Cap(c_a), veh/h	1445	0	1450	1229	445	396
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.79	0.79	1.00	1.00
Uniform Delay (d), s/veh	3.8	0.0	0.0	0.0	33.9	32.4
Incr Delay (d2), s/veh	1.9	0.0	0.7	0.1	5.3	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	0.3	0.0	3.4	1.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.7	0.0	0.7	0.1	39.2	33.8
LnGrp LOS	A	A	A	A	D	C
Approach Vol, veh/h		874	676		253	
Approach Delay, s/veh		5.7	0.6		37.4	
Approach LOS		A	A		D	

Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			66.0		14.0	66.0
Change Period (Y+Rc), s			4.0		4.0	4.0
Max Green Setting (Gmax), s			52.0		20.0	52.0
Max Q Clear Time (g_c+I1), s			17.8		9.3	2.0
Green Ext Time (p_c), s			8.5		0.5	5.0

Intersection Summary		
HCM 6th Ctrl Delay	8.2	
HCM 6th LOS	A	

APPENDIX L -

INTERSECTION QUEUE ANALYSIS WORKSHEETS

Intersection: 2: SR-86 NB Ramps & Airport Blvd

Movement	EB	WB	WB	NB	NB
Directions Served	TR	L	T	L	R
Maximum Queue (ft)	110	95	59	157	30
Average Queue (ft)	40	41	20	78	7
95th Queue (ft)	86	80	54	135	25
Link Distance (ft)	1080		537	1013	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		150			575
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 3: Desert Cactus Dr/SR-86 SB Ramps & Airport Blvd

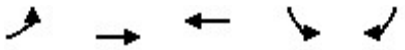
Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	TR	LTR	LT	R
Maximum Queue (ft)	86	165	29	145	104	95	136
Average Queue (ft)	31	47	3	48	35	28	69
95th Queue (ft)	69	121	18	113	79	65	112
Link Distance (ft)		327		1080	526	1304	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	170		500				700
Storage Blk Time (%)		0					
Queuing Penalty (veh)		0					

Intersection: 10: Airport Blvd & Project Dwy

Movement	EB	WB	WB	SB	SB
Directions Served	LT	T	R	L	R
Maximum Queue (ft)	208	133	55	89	54
Average Queue (ft)	71	40	13	38	15
95th Queue (ft)	151	95	41	78	39
Link Distance (ft)	438	327	327	382	382
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Zone Summary

Zone wide Queuing Penalty: 0



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	29	245	575	110	91
v/c Ratio	0.07	0.13	0.32	0.17	0.14
Control Delay	9.7	8.2	8.2	8.1	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	9.7	8.2	8.2	8.1	2.8
Queue Length 50th (ft)	3	11	27	10	0
Queue Length 95th (ft)	21	50	105	38	16
Internal Link Dist (ft)		920	1550	620	
Turn Bay Length (ft)	140			100	
Base Capacity (vph)	576	2510	2458	1560	1388
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.05	0.10	0.23	0.07	0.07

Intersection Summary



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	102	43	45	616	369	167
v/c Ratio	0.25	0.11	0.07	0.50	0.30	0.15
Control Delay	14.9	6.0	4.9	7.4	5.6	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.9	6.0	4.9	7.4	5.6	1.6
Queue Length 50th (ft)	18	0	3	61	31	0
Queue Length 95th (ft)	52	17	17	185	96	18
Internal Link Dist (ft)	620			618	1560	
Turn Bay Length (ft)	100		245			205
Base Capacity (vph)	766	709	906	1672	1672	1438
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.06	0.05	0.37	0.22	0.12

Intersection Summary

Intersection: 2: SR-86 NB Ramps & Airport Blvd

Movement	EB	WB	WB	NB	NB
Directions Served	TR	L	T	L	R
Maximum Queue (ft)	193	100	91	157	27
Average Queue (ft)	67	43	24	69	7
95th Queue (ft)	140	85	63	123	26
Link Distance (ft)	1080		537	1013	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		150			575
Storage Blk Time (%)		0			
Queuing Penalty (veh)		0			

Intersection: 3: Desert Cactus Dr/SR-86 SB Ramps & Airport Blvd

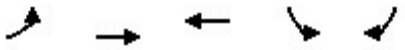
Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	TR	LTR	LT	R
Maximum Queue (ft)	135	226	39	124	85	108	85
Average Queue (ft)	56	73	8	43	33	43	41
95th Queue (ft)	116	169	29	92	69	88	73
Link Distance (ft)		327		1080	526	1304	
Upstream Blk Time (%)		0					
Queuing Penalty (veh)		0					
Storage Bay Dist (ft)	170		500				700
Storage Blk Time (%)	0	1					
Queuing Penalty (veh)	0	1					

Intersection: 10: Airport Blvd & Project Dwy

Movement	EB	WB	WB	SB	SB
Directions Served	LT	T	R	L	R
Maximum Queue (ft)	230	96	38	108	50
Average Queue (ft)	78	27	7	53	19
95th Queue (ft)	170	70	28	96	41
Link Distance (ft)	438	327	327	382	382
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Zone Summary

Zone wide Queuing Penalty: 2



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	84	405	419	143	93
v/c Ratio	0.18	0.23	0.24	0.21	0.14
Control Delay	10.6	8.6	5.7	7.8	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	10.6	8.6	5.7	7.8	2.6
Queue Length 50th (ft)	8	20	12	13	0
Queue Length 95th (ft)	46	76	54	45	15
Internal Link Dist (ft)		920	1550	620	
Turn Bay Length (ft)	140			100	
Base Capacity (vph)	675	2530	2424	1615	1453
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.12	0.16	0.17	0.09	0.06

Intersection Summary



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	188	53	37	471	799	185
v/c Ratio	0.44	0.12	0.12	0.38	0.64	0.16
Control Delay	19.9	6.7	6.0	6.3	9.8	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.9	6.7	6.0	6.3	9.8	1.4
Queue Length 50th (ft)	37	0	3	52	116	0
Queue Length 95th (ft)	106	22	17	132	297	19
Internal Link Dist (ft)	620			618	1560	
Turn Bay Length (ft)	100		245			205
Base Capacity (vph)	687	647	382	1546	1546	1345
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.08	0.10	0.30	0.52	0.14

Intersection Summary

Intersection: 2: SR-86 NB Ramps & Airport Blvd

Movement	EB	WB	WB	NB	NB
Directions Served	TR	L	T	L	R
Maximum Queue (ft)	174	111	80	182	34
Average Queue (ft)	55	46	33	90	7
95th Queue (ft)	121	90	74	150	27
Link Distance (ft)	1080		537	1013	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		150			575
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 3: Desert Cactus Dr/SR-86 SB Ramps & Airport Blvd

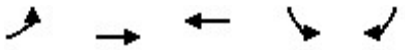
Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	TR	LTR	LT	R
Maximum Queue (ft)	98	200	25	211	86	83	203
Average Queue (ft)	32	64	4	76	34	27	88
95th Queue (ft)	72	149	19	156	69	66	153
Link Distance (ft)		327		1080	526	1304	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	170		500				700
Storage Blk Time (%)		0					
Queuing Penalty (veh)		0					

Intersection: 10: Airport Blvd & Project Dwy

Movement	EB	WB	WB	SB	SB
Directions Served	LT	T	R	L	R
Maximum Queue (ft)	257	142	56	116	48
Average Queue (ft)	106	56	21	47	16
95th Queue (ft)	216	118	51	93	37
Link Distance (ft)	438	327	327	382	382
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Zone Summary

Zone wide Queuing Penalty: 0



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	38	291	674	140	116
v/c Ratio	0.10	0.16	0.37	0.22	0.18
Control Delay	9.6	7.9	8.3	9.0	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	9.6	7.9	8.3	9.0	3.0
Queue Length 50th (ft)	3	14	33	15	0
Queue Length 95th (ft)	26	57	124	51	20
Internal Link Dist (ft)		920	1550	620	
Turn Bay Length (ft)	140			100	
Base Capacity (vph)	507	2517	2464	1575	1402
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.07	0.12	0.27	0.09	0.08

Intersection Summary



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	128	51	53	821	493	215
v/c Ratio	0.32	0.13	0.09	0.63	0.38	0.18
Control Delay	19.0	6.8	4.8	9.2	5.9	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.0	6.8	4.8	9.2	5.9	1.3
Queue Length 50th (ft)	26	0	4	109	50	0
Queue Length 95th (ft)	72	20	19	290	133	19
Internal Link Dist (ft)	620			618	1560	
Turn Bay Length (ft)	100		245			205
Base Capacity (vph)	677	637	672	1488	1488	1308
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.08	0.08	0.55	0.33	0.16

Intersection Summary

Intersection: 2: SR-86 NB Ramps & Airport Blvd

Movement	EB	WB	WB	NB	NB
Directions Served	TR	L	T	L	R
Maximum Queue (ft)	236	104	74	158	34
Average Queue (ft)	93	45	22	71	8
95th Queue (ft)	185	87	60	124	29
Link Distance (ft)	1080		537	1013	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		150			575
Storage Blk Time (%)		0			
Queuing Penalty (veh)		0			

Intersection: 3: Desert Cactus Dr/SR-86 SB Ramps & Airport Blvd

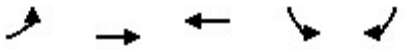
Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	TR	LTR	LT	R
Maximum Queue (ft)	141	218	33	164	93	104	101
Average Queue (ft)	57	84	7	56	36	41	44
95th Queue (ft)	119	172	29	123	77	89	77
Link Distance (ft)		327		1080	526	1304	
Upstream Blk Time (%)		0					
Queuing Penalty (veh)		0					
Storage Bay Dist (ft)	170		500				700
Storage Blk Time (%)	0	1					
Queuing Penalty (veh)	0	1					

Intersection: 10: Airport Blvd & Project Dwy

Movement	EB	WB	WB	SB	SB
Directions Served	LT	T	R	L	R
Maximum Queue (ft)	255	115	43	163	58
Average Queue (ft)	96	36	10	77	24
95th Queue (ft)	199	86	33	141	49
Link Distance (ft)	438	327	327	382	382
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Zone Summary

Zone wide Queuing Penalty: 1



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	106	453	488	166	117
v/c Ratio	0.24	0.26	0.28	0.25	0.18
Control Delay	11.0	8.4	5.4	8.7	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	11.0	8.4	5.4	8.7	2.8
Queue Length 50th (ft)	10	22	13	15	0
Queue Length 95th (ft)	59	87	62	59	20
Internal Link Dist (ft)		920	1550	620	
Turn Bay Length (ft)	140			100	
Base Capacity (vph)	649	2604	2494	1597	1420
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.16	0.17	0.20	0.10	0.08

Intersection Summary



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	260	67	46	679	1143	244
v/c Ratio	0.66	0.17	0.37	0.57	0.95	0.22
Control Delay	29.4	6.4	16.9	8.9	30.8	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.4	6.4	16.9	8.9	30.8	1.4
Queue Length 50th (ft)	80	0	7	115	320	0
Queue Length 95th (ft)	139	23	35	209	#631	19
Internal Link Dist (ft)	620			618	1560	
Turn Bay Length (ft)	100		245			205
Base Capacity (vph)	475	474	125	1201	1201	1107
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.14	0.37	0.57	0.95	0.22

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection: 2: SR-86 NB Ramps & Airport Blvd

Movement	EB	WB	WB	NB	NB
Directions Served	TR	L	T	L	R
Maximum Queue (ft)	195	92	99	188	33
Average Queue (ft)	67	44	39	91	8
95th Queue (ft)	142	84	81	155	29
Link Distance (ft)	1080		537	1013	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		150			575
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 3: Desert Cactus Dr/SR-86 SB Ramps & Airport Blvd

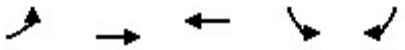
Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	TR	LTR	LT	R
Maximum Queue (ft)	110	252	36	235	85	76	246
Average Queue (ft)	33	86	5	104	32	34	111
95th Queue (ft)	75	190	24	200	70	68	198
Link Distance (ft)		327		1080	526	1304	
Upstream Blk Time (%)		0					
Queuing Penalty (veh)		0					
Storage Bay Dist (ft)	170		500				700
Storage Blk Time (%)		1					
Queuing Penalty (veh)		1					

Intersection: 10: Airport Blvd & Project Dwy

Movement	EB	B28	B28	WB	WB	SB	SB
Directions Served	LT	T		T	R	L	R
Maximum Queue (ft)	409	34	6	192	80	107	64
Average Queue (ft)	165	1	0	65	23	49	20
95th Queue (ft)	338	22	5	145	57	97	48
Link Distance (ft)	438	1565	1565	327	327	382	382
Upstream Blk Time (%)	1						
Queuing Penalty (veh)	7						
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Zone Summary

Zone wide Queuing Penalty: 7



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	46	327	768	155	139
v/c Ratio	0.14	0.17	0.42	0.25	0.22
Control Delay	10.2	7.8	8.6	9.5	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	10.2	7.8	8.6	9.5	4.0
Queue Length 50th (ft)	4	15	40	18	3
Queue Length 95th (ft)	31	63	146	56	27
Internal Link Dist (ft)		920	1550	620	
Turn Bay Length (ft)	140			100	
Base Capacity (vph)	434	2469	2418	1554	1385
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.11	0.13	0.32	0.10	0.10

Intersection Summary



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	148	59	61	1026	617	247
v/c Ratio	0.41	0.16	0.12	0.76	0.46	0.20
Control Delay	23.1	7.0	5.0	13.6	6.4	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.1	7.0	5.0	13.6	6.4	1.3
Queue Length 50th (ft)	43	0	5	186	75	0
Queue Length 95th (ft)	82	22	22	#536	180	20
Internal Link Dist (ft)	620			618	1560	
Turn Bay Length (ft)	100		245			205
Base Capacity (vph)	567	547	508	1349	1349	1214
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.11	0.12	0.76	0.46	0.20

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection: 2: SR-86 NB Ramps & Airport Blvd

Movement	EB	WB	WB	NB	NB
Directions Served	TR	L	T	L	R
Maximum Queue (ft)	247	126	241	251	27
Average Queue (ft)	87	48	56	93	9
95th Queue (ft)	197	97	241	238	29
Link Distance (ft)	1080		537	1013	
Upstream Blk Time (%)			4		
Queuing Penalty (veh)			13		
Storage Bay Dist (ft)		150			575
Storage Blk Time (%)			5	1	
Queuing Penalty (veh)			4	0	

Intersection: 3: Desert Cactus Dr/SR-86 SB Ramps & Airport Blvd

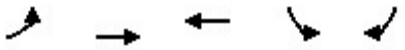
Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	TR	LTR	LT	R
Maximum Queue (ft)	186	246	121	650	131	254	300
Average Queue (ft)	54	77	13	189	46	72	88
95th Queue (ft)	121	195	106	680	120	337	311
Link Distance (ft)		327		1080	526	1304	
Upstream Blk Time (%)		0		6			
Queuing Penalty (veh)		0		22			
Storage Bay Dist (ft)	170		500				700
Storage Blk Time (%)	0	1		11		1	1
Queuing Penalty (veh)	0	2		1		2	1

Intersection: 10: Airport Blvd & Project Dwy

Movement	EB	WB	WB	SB	SB
Directions Served	LT	T	R	L	R
Maximum Queue (ft)	281	292	268	208	188
Average Queue (ft)	82	104	42	88	55
95th Queue (ft)	204	302	207	159	182
Link Distance (ft)	438	327	327	382	382
Upstream Blk Time (%)		14	6	0	3
Queuing Penalty (veh)		39	18	0	0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Zone Summary

Zone wide Queuing Penalty: 102



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	130	511	562	194	143
v/c Ratio	0.37	0.33	0.36	0.32	0.23
Control Delay	13.0	8.9	5.5	10.3	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	13.0	8.9	5.5	10.3	3.1
Queue Length 50th (ft)	13	26	15	21	0
Queue Length 95th (ft)	74	97	68	71	23
Internal Link Dist (ft)		920	1550	620	
Turn Bay Length (ft)	140			100	
Base Capacity (vph)	523	2283	2220	1406	1270
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.25	0.22	0.25	0.14	0.11

Intersection Summary



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	316	77	53	856	1431	292
v/c Ratio	1.01	0.22	0.65	0.63	1.05	0.24
Control Delay	93.0	9.7	48.0	8.4	51.8	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	93.0	9.7	48.0	8.4	51.8	1.0
Queue Length 50th (ft)	~183	0	13	199	~894	1
Queue Length 95th (ft)	#333	34	#37	276	#1082	17
Internal Link Dist (ft)	620			618	1560	
Turn Bay Length (ft)	100		245			205
Base Capacity (vph)	312	343	82	1369	1369	1238
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.01	0.22	0.65	0.63	1.05	0.24

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.

Intersection: 2: SR-86 NB Ramps & Airport Blvd

Movement	EB	WB	WB	NB	NB
Directions Served	TR	L	T	L	R
Maximum Queue (ft)	402	146	119	245	44
Average Queue (ft)	172	81	53	127	16
95th Queue (ft)	336	132	99	209	42
Link Distance (ft)	1080		537	1013	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		150			575
Storage Blk Time (%)		0	0		
Queuing Penalty (veh)		1	0		

Intersection: 3: Desert Cactus Dr/SR-86 SB Ramps & Airport Blvd

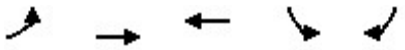
Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	TR	LTR	LT	R
Maximum Queue (ft)	192	331	39	420	104	117	337
Average Queue (ft)	46	134	8	222	39	54	159
95th Queue (ft)	129	290	30	391	80	102	277
Link Distance (ft)		327		1080	526	1304	
Upstream Blk Time (%)		0					
Queuing Penalty (veh)		3					
Storage Bay Dist (ft)	170		500				700
Storage Blk Time (%)		5		0			
Queuing Penalty (veh)		3		0			

Intersection: 10: Airport Blvd & Project Dwy

Movement	EB	B28	B28	WB	WB	SB	SB
Directions Served	LT	T		T	R	L	R
Maximum Queue (ft)	533	341	3	289	149	132	57
Average Queue (ft)	348	64	0	121	32	52	19
95th Queue (ft)	604	282	2	250	164	102	45
Link Distance (ft)	438	1565	1565	327	327	382	382
Upstream Blk Time (%)	20			0	0		
Queuing Penalty (veh)	123			1	0		
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Zone Summary

Zone wide Queuing Penalty: 131



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	22	379	905	235	85
v/c Ratio	0.10	0.23	0.55	0.41	0.15
Control Delay	10.2	8.2	10.0	12.5	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	10.2	8.2	10.0	12.5	3.8
Queue Length 50th (ft)	2	19	51	35	1
Queue Length 95th (ft)	18	73	179	82	19
Internal Link Dist (ft)		920	1550	620	
Turn Bay Length (ft)	140			100	
Base Capacity (vph)	269	2008	1972	1331	1194
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.08	0.19	0.46	0.18	0.07

Intersection Summary



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	155	63	67	1022	613	267
v/c Ratio	0.43	0.17	0.13	0.76	0.46	0.22
Control Delay	23.1	6.9	5.2	13.7	6.5	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.1	6.9	5.2	13.7	6.5	1.3
Queue Length 50th (ft)	45	0	6	188	76	0
Queue Length 95th (ft)	85	22	24	#533	179	20
Internal Link Dist (ft)	620			618	1560	
Turn Bay Length (ft)	100		245			205
Base Capacity (vph)	570	553	507	1342	1342	1215
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.11	0.13	0.76	0.46	0.22

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection: 2: SR-86 NB Ramps & Airport Blvd

Movement	EB	WB	WB	NB	NB
Directions Served	TR	L	T	L	R
Maximum Queue (ft)	510	165	296	222	62
Average Queue (ft)	222	86	48	94	19
95th Queue (ft)	468	143	176	273	47
Link Distance (ft)	1080		537	1013	
Upstream Blk Time (%)			1		
Queuing Penalty (veh)			5		
Storage Bay Dist (ft)		150			575
Storage Blk Time (%)		1	2		
Queuing Penalty (veh)		3	3		

Intersection: 3: Desert Cactus Dr/SR-86 SB Ramps & Airport Blvd

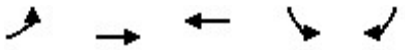
Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	TR	LTR	LT	R
Maximum Queue (ft)	209	335	268	950	149	257	392
Average Queue (ft)	77	128	21	210	43	59	93
95th Queue (ft)	162	295	150	672	100	367	366
Link Distance (ft)		327		1080	526	1304	
Upstream Blk Time (%)		0		4			
Queuing Penalty (veh)		4		18			
Storage Bay Dist (ft)	170		500				700
Storage Blk Time (%)	0	5		11			
Queuing Penalty (veh)	0	7		1			

Intersection: 10: Airport Blvd & Project Dwy

Movement	EB	B28	WB	WB	SB	SB
Directions Served	LT	T	T	R	L	R
Maximum Queue (ft)	402	26	350	171	192	186
Average Queue (ft)	143	1	102	29	91	43
95th Queue (ft)	339	16	298	260	164	127
Link Distance (ft)	438	1565	327	327	382	382
Upstream Blk Time (%)	0		13	4		
Queuing Penalty (veh)	4		45	13		
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Zone Summary

Zone wide Queuing Penalty: 104



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	99	655	689	226	115
v/c Ratio	0.34	0.42	0.43	0.37	0.19
Control Delay	13.5	9.6	6.1	10.9	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	13.5	9.6	6.1	10.9	3.1
Queue Length 50th (ft)	10	35	21	26	0
Queue Length 95th (ft)	61	128	88	79	20
Internal Link Dist (ft)		920	1550	620	
Turn Bay Length (ft)	140			100	
Base Capacity (vph)	407	2166	2143	1427	1282
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.24	0.30	0.32	0.16	0.09

Intersection Summary



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	316	77	53	856	1431	292
v/c Ratio	1.01	0.22	0.65	0.63	1.05	0.24
Control Delay	93.0	9.7	48.0	8.4	51.8	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	93.0	9.7	48.0	8.4	51.8	1.0
Queue Length 50th (ft)	~183	0	13	199	~894	1
Queue Length 95th (ft)	#333	34	#37	276	#1082	17
Internal Link Dist (ft)	620			618	1560	
Turn Bay Length (ft)	100		245			205
Base Capacity (vph)	312	343	82	1369	1369	1238
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.01	0.22	0.65	0.63	1.05	0.24

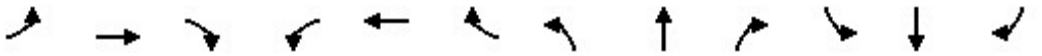
Intersection Summary

~ 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.

APPENDIX M -

RECOMMENDED IMPROVEMENTS PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	131	35	15	75	38	77	526	51	71	387	48
Future Volume (veh/h)	35	131	35	15	75	38	77	526	51	71	387	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	39	146	39	17	83	42	86	584	0	79	430	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	177	371	88	627	547	463	510	869		403	869	
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.46	0.46	0.00	0.46	0.46	0.00
Sat Flow, veh/h	166	1267	302	1197	1870	1582	958	1870	1585	831	1870	0
Grp Volume(v), veh/h	224	0	0	17	83	42	86	584	0	79	430	0
Grp Sat Flow(s),veh/h/ln	1736	0	0	1197	1870	1582	958	1870	1585	831	1870	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	1.1	0.6	2.3	8.0	0.0	2.7	5.3	0.0
Cycle Q Clear(g_c), s	3.3	0.0	0.0	0.2	1.1	0.6	7.5	8.0	0.0	10.7	5.3	0.0
Prop In Lane	0.17		0.17	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	636	0	0	627	547	463	510	869		403	869	
V/C Ratio(X)	0.35	0.00	0.00	0.03	0.15	0.09	0.17	0.67		0.20	0.49	
Avail Cap(c_a), veh/h	1112	0	0	966	1078	912	1024	1872		848	1872	
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	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	9.4	0.0	0.0	8.3	8.6	8.5	8.8	6.9	0.0	11.0	6.1	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.0	0.1	0.1	0.2	0.9	0.0	0.2	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	0.0	0.2	0.1	0.2	1.0	0.0	0.3	0.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.7	0.0	0.0	8.3	8.8	8.6	8.9	7.8	0.0	11.3	6.6	0.0
LnGrp LOS	A	A	A	A	A	A	A	A		B	A	
Approach Vol, veh/h		224			142			670			509	
Approach Delay, s/veh		9.7			8.7			7.9			7.3	
Approach LOS		A			A			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		19.3		13.7		19.3		13.7				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		33.0		19.0		33.0		19.0				
Max Q Clear Time (g_c+I1), s		10.0		5.3		12.7		3.1				
Green Ext Time (p_c), s		3.7		0.8		2.6		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			8.1									
HCM 6th LOS			A									

Notes

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



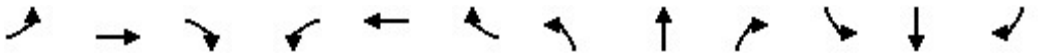
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	201	18	31	530	484	120
Future Volume (veh/h)	201	18	31	530	484	120
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	239	21	37	631	576	143
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	445	39	137	846	902	764
Arrive On Green	0.28	0.28	0.48	0.48	0.48	0.48
Sat Flow, veh/h	1615	142	46	1754	1870	1585
Grp Volume(v), veh/h	261	0	668	0	576	143
Grp Sat Flow(s),veh/h/ln	1764	0	1799	0	1870	1585
Q Serve(g_s), s	4.2	0.0	1.4	0.0	7.6	1.7
Cycle Q Clear(g_c), s	4.2	0.0	9.7	0.0	7.6	1.7
Prop In Lane	0.92	0.08	0.06			1.00
Lane Grp Cap(c), veh/h	486	0	983	0	902	764
V/C Ratio(X)	0.54	0.00	0.68	0.00	0.64	0.19
Avail Cap(c_a), veh/h	802	0	2084	0	2098	1778
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	10.2	0.0	6.9	0.0	6.4	4.9
Incr Delay (d2), s/veh	0.9	0.0	0.8	0.0	0.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	1.0	0.0	0.8	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.1	0.0	7.7	0.0	7.2	5.0
LnGrp LOS	B	A	A	A	A	A
Approach Vol, veh/h	261			668	719	
Approach Delay, s/veh	11.1			7.7	6.7	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		19.9		13.1		19.9
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		37.0		15.0		37.0
Max Q Clear Time (g_c+I1), s		11.7		6.2		9.6
Green Ext Time (p_c), s		4.2		0.5		3.8

Intersection Summary	
HCM 6th Ctrl Delay	7.8
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	108	87	67	132	135	61	468	57	78	717	22
Future Volume (veh/h)	41	108	87	67	132	135	61	468	57	78	717	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	44	115	93	71	140	144	65	498	0	83	763	0
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	154	225	157	522	485	411	335	997		514	997	
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.53	0.53	0.00	0.53	0.53	0.00
Sat Flow, veh/h	169	867	606	1174	1870	1585	704	1870	1585	900	1870	0
Grp Volume(v), veh/h	252	0	0	71	140	144	65	498	0	83	763	0
Grp Sat Flow(s),veh/h/ln	1642	0	0	1174	1870	1585	704	1870	1585	900	1870	0
Q Serve(g_s), s	1.1	0.0	0.0	0.0	2.3	2.8	3.1	6.5	0.0	2.5	12.4	0.0
Cycle Q Clear(g_c), s	4.9	0.0	0.0	1.5	2.3	2.8	15.5	6.5	0.0	9.0	12.4	0.0
Prop In Lane	0.17		0.37	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	536	0	0	522	485	411	335	997		514	997	
V/C Ratio(X)	0.47	0.00	0.00	0.14	0.29	0.35	0.19	0.50		0.16	0.77	
Avail Cap(c_a), veh/h	740	0	0	675	729	617	637	1797		899	1797	
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	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	12.3	0.0	0.0	11.1	11.4	11.6	13.2	5.7	0.0	8.6	7.1	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.1	0.3	0.5	0.3	0.4	0.0	0.1	1.3	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	1.2	0.0	0.0	0.3	0.6	0.7	0.3	0.8	0.0	0.3	1.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.0	0.0	0.0	11.2	11.7	12.1	13.5	6.1	0.0	8.7	8.4	0.0
LnGrp LOS	B	A	A	B	B	B	B	A		A	A	
Approach Vol, veh/h		252			355			563			846	
Approach Delay, s/veh		13.0			11.8			7.0			8.4	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		24.5		14.0		24.5		14.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		37.0		15.0		37.0		15.0				
Max Q Clear Time (g_c+I1), s		17.5		6.9		14.4		4.8				
Green Ext Time (p_c), s		3.0		0.8		5.2		1.0				

Intersection Summary												
HCM 6th Ctrl Delay			9.2									
HCM 6th LOS			A									

Notes

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



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	184	15	46	567	876	279
Future Volume (veh/h)	184	15	46	567	876	279
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	207	17	52	637	984	313
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	320	26	107	844	1191	1009
Arrive On Green	0.20	0.20	0.64	0.64	0.64	0.64
Sat Flow, veh/h	1624	133	41	1325	1870	1585
Grp Volume(v), veh/h	225	0	689	0	984	313
Grp Sat Flow(s),veh/h/ln	1765	0	1366	0	1870	1585
Q Serve(g_s), s	5.6	0.0	5.1	0.0	19.4	4.3
Cycle Q Clear(g_c), s	5.6	0.0	24.6	0.0	19.4	4.3
Prop In Lane	0.92	0.08	0.08			1.00
Lane Grp Cap(c), veh/h	348	0	950	0	1191	1009
V/C Ratio(X)	0.65	0.00	0.73	0.00	0.83	0.31
Avail Cap(c_a), veh/h	403	0	1269	0	1592	1349
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	17.8	0.0	5.7	0.0	6.7	4.0
Incr Delay (d2), s/veh	2.8	0.0	1.4	0.0	2.8	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	2.2	0.0	1.3	0.0	2.7	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.6	0.0	7.1	0.0	9.5	4.1
LnGrp LOS	C	A	A	A	A	A
Approach Vol, veh/h	225			689	1297	
Approach Delay, s/veh	20.6			7.1	8.2	
Approach LOS	C			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		34.7		13.5		34.7
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		41.0		11.0		41.0
Max Q Clear Time (g_c+I1), s		26.6		7.6		21.4
Green Ext Time (p_c), s		4.1		0.2		7.8

Intersection Summary	
HCM 6th Ctrl Delay	9.1
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	204	41	19	120	71	89	716	68	135	510	81
Future Volume (veh/h)	55	204	41	19	120	71	89	716	68	135	510	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	61	227	46	21	133	79	99	796	0	150	567	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	137	298	56	363	444	376	506	1122		353	1122	
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.60	0.60	0.00	0.60	0.60	0.00
Sat Flow, veh/h	213	1253	234	1106	1870	1582	844	1870	1585	682	1870	0
Grp Volume(v), veh/h	334	0	0	21	133	79	99	796	0	150	567	0
Grp Sat Flow(s),veh/h/ln	1700	0	0	1106	1870	1582	844	1870	1585	682	1870	0
Q Serve(g_s), s	5.6	0.0	0.0	0.0	2.9	2.0	3.8	14.6	0.0	9.7	8.6	0.0
Cycle Q Clear(g_c), s	9.1	0.0	0.0	0.9	2.9	2.0	12.3	14.6	0.0	24.2	8.6	0.0
Prop In Lane	0.18		0.14	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	491	0	0	363	444	376	506	1122		353	1122	
V/C Ratio(X)	0.68	0.00	0.00	0.06	0.30	0.21	0.20	0.71		0.42	0.51	
Avail Cap(c_a), veh/h	602	0	0	438	571	483	635	1408		458	1408	
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	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	17.6	0.0	0.0	14.6	15.4	15.0	9.2	6.9	0.0	15.3	5.7	0.0
Incr Delay (d2), s/veh	2.3	0.0	0.0	0.1	0.4	0.3	0.2	1.2	0.0	0.8	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.0	0.0	0.1	1.0	0.6	0.5	2.4	0.0	1.1	1.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.0	0.0	0.0	14.7	15.8	15.3	9.4	8.1	0.0	16.1	6.0	0.0
LnGrp LOS	B	A	A	B	B	B	A	A		B	A	
Approach Vol, veh/h		334			233			895			717	
Approach Delay, s/veh		20.0			15.5			8.2			8.1	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		33.5		15.7		33.5		15.7				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		37.0		15.0		37.0		15.0				
Max Q Clear Time (g_c+I1), s		16.6		11.1		26.2		4.9				
Green Ext Time (p_c), s		5.5		0.6		3.2		0.6				

Intersection Summary												
HCM 6th Ctrl Delay			10.8									
HCM 6th LOS			B									

Notes

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



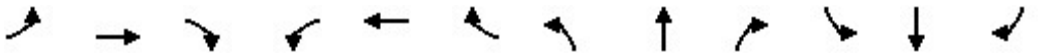
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	200	31	51	710	678	111
Future Volume (veh/h)	200	31	51	710	678	111
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	238	37	61	845	807	132
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	312	48	119	991	1168	990
Arrive On Green	0.21	0.21	0.62	0.62	0.62	0.62
Sat Flow, veh/h	1511	235	60	1588	1870	1585
Grp Volume(v), veh/h	276	0	906	0	807	132
Grp Sat Flow(s),veh/h/ln	1753	0	1647	0	1870	1585
Q Serve(g_s), s	7.0	0.0	8.1	0.0	13.5	1.6
Cycle Q Clear(g_c), s	7.0	0.0	21.5	0.0	13.5	1.6
Prop In Lane	0.86	0.13	0.07			1.00
Lane Grp Cap(c), veh/h	361	0	1110	0	1168	990
V/C Ratio(X)	0.76	0.00	0.82	0.00	0.69	0.13
Avail Cap(c_a), veh/h	446	0	1475	0	1585	1343
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	17.7	0.0	7.0	0.0	5.9	3.6
Incr Delay (d2), s/veh	6.1	0.0	2.8	0.0	0.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.0	2.5	0.0	1.6	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.8	0.0	9.7	0.0	6.6	3.7
LnGrp LOS	C	A	A	A	A	A
Approach Vol, veh/h	276			906	939	
Approach Delay, s/veh	23.8			9.7	6.2	
Approach LOS	C			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		33.5		13.7		33.5
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		40.0		12.0		40.0
Max Q Clear Time (g_c+I1), s		23.5		9.0		15.5
Green Ext Time (p_c), s		5.9		0.2		5.7

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

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	171	97	82	204	242	71	611	73	146	946	37
Future Volume (veh/h)	67	171	97	82	204	242	71	611	73	146	946	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	74	190	108	91	227	269	79	679	0	162	1051	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	108	179	90	257	460	389	195	1180		431	1180	
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.63	0.63	0.00	0.63	0.63	0.00
Sat Flow, veh/h	169	727	367	1081	1870	1582	537	1870	1585	761	1870	0
Grp Volume(v), veh/h	372	0	0	91	227	269	79	679	0	162	1051	0
Grp Sat Flow(s),veh/h/ln	1263	0	0	1081	1870	1582	537	1870	1585	761	1870	0
Q Serve(g_s), s	9.2	0.0	0.0	0.0	6.8	10.0	9.5	13.7	0.0	10.2	30.8	0.0
Cycle Q Clear(g_c), s	16.0	0.0	0.0	8.9	6.8	10.0	40.2	13.7	0.0	23.9	30.8	0.0
Prop In Lane	0.20		0.29	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	377	0	0	257	460	389	195	1180		431	1180	
V/C Ratio(X)	0.99	0.00	0.00	0.35	0.49	0.69	0.40	0.58		0.38	0.89	
Avail Cap(c_a), veh/h	377	0	0	257	460	389	195	1180		431	1180	
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	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	26.1	0.0	0.0	21.8	21.0	22.3	27.1	7.0	0.0	13.9	10.1	0.0
Incr Delay (d2), s/veh	42.5	0.0	0.0	0.8	0.8	5.1	1.3	0.7	0.0	0.5	8.8	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	9.5	0.0	0.0	1.1	2.6	3.7	1.1	3.0	0.0	1.4	9.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.6	0.0	0.0	22.6	21.8	27.4	28.4	7.6	0.0	14.4	18.9	0.0
LnGrp LOS	E	A	A	C	C	C	C	A		B	B	
Approach Vol, veh/h		372			587			758			1213	
Approach Delay, s/veh		68.6			24.5			9.8			18.3	
Approach LOS		E			C			A			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		45.0		20.0		45.0		20.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		41.0		16.0		41.0		16.0				
Max Q Clear Time (g_c+I1), s		42.2		18.0		32.8		12.0				
Green Ext Time (p_c), s		0.0		0.0		4.9		1.0				

Intersection Summary	
HCM 6th Ctrl Delay	23.7
HCM 6th LOS	C

Notes

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



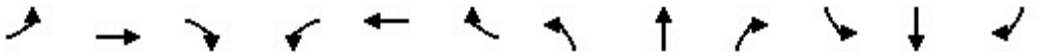
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	172	31	89	747	1238	253
Future Volume (veh/h)	172	31	89	747	1238	253
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	205	37	106	889	1474	301
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	172	31	50	334	1527	1294
Arrive On Green	0.12	0.12	0.82	0.82	0.82	0.82
Sat Flow, veh/h	1475	266	20	410	1870	1585
Grp Volume(v), veh/h	243	0	995	0	1474	301
Grp Sat Flow(s),veh/h/ln	1749	0	430	0	1870	1585
Q Serve(g_s), s	14.0	0.0	16.2	0.0	81.8	5.2
Cycle Q Clear(g_c), s	14.0	0.0	98.0	0.0	81.8	5.2
Prop In Lane	0.84	0.15	0.11			1.00
Lane Grp Cap(c), veh/h	204	0	384	0	1527	1294
V/C Ratio(X)	1.19	0.00	2.59	0.00	0.97	0.23
Avail Cap(c_a), veh/h	204	0	384	0	1527	1294
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	53.0	0.0	34.8	0.0	9.5	2.5
Incr Delay (d2), s/veh	124.1	0.0	723.3	0.0	15.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.1	0.0	81.8	0.0	21.2	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	177.1	0.0	758.1	0.0	25.0	2.6
LnGrp LOS	F	A	F	A	C	A
Approach Vol, veh/h	243			995	1775	
Approach Delay, s/veh	177.1			758.1	21.2	
Approach LOS	F			F	C	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		102.0		18.0		102.0
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		98.0		14.0		98.0
Max Q Clear Time (g_c+I1), s		100.0		16.0		83.8
Green Ext Time (p_c), s		0.0		0.0		11.1

Intersection Summary	
HCM 6th Ctrl Delay	277.1
HCM 6th LOS	F

Notes

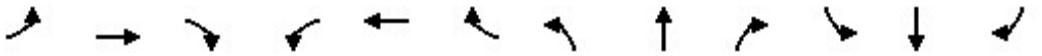
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	271	19	42	0	119	0	30	83	1	58	0	214
Future Volume (veh/h)	271	19	42	0	119	0	30	83	1	58	0	214
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	295	21	46	0	129	0	33	90	1	63	0	233
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	410	29	64	0	263	0	191	363	3	176	25	294
Arrive On Green	0.29	0.29	0.29	0.00	0.14	0.00	0.24	0.24	0.24	0.24	0.00	0.24
Sat Flow, veh/h	1433	102	223	0	1870	0	267	1509	14	228	103	1222
Grp Volume(v), veh/h	362	0	0	0	129	0	124	0	0	296	0	0
Grp Sat Flow(s),veh/h/ln	1758	0	0	0	1870	0	1790	0	0	1552	0	0
Q Serve(g_s), s	6.7	0.0	0.0	0.0	2.3	0.0	0.0	0.0	0.0	3.8	0.0	0.0
Cycle Q Clear(g_c), s	6.7	0.0	0.0	0.0	2.3	0.0	1.9	0.0	0.0	6.4	0.0	0.0
Prop In Lane	0.81		0.13	0.00		0.00	0.27		0.01	0.21		0.79
Lane Grp Cap(c), veh/h	503	0	0	0	263	0	557	0	0	494	0	0
V/C Ratio(X)	0.72	0.00	0.00	0.00	0.49	0.00	0.22	0.00	0.00	0.60	0.00	0.00
Avail Cap(c_a), veh/h	1366	0	0	0	519	0	616	0	0	550	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.6	0.0	0.0	0.0	14.3	0.0	11.1	0.0	0.0	12.8	0.0	0.0
Incr Delay (d2), s/veh	2.0	0.0	0.0	0.0	1.4	0.0	0.2	0.0	0.0	1.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	0.0	0.0	0.7	0.0	0.6	0.0	0.0	1.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.5	0.0	0.0	0.0	15.7	0.0	11.3	0.0	0.0	14.3	0.0	0.0
LnGrp LOS	B	A	A	A	B	A	B	A	A	B	A	A
Approach Vol, veh/h		362			129			124			296	
Approach Delay, s/veh		13.5			15.7			11.3			14.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		12.7		14.3		12.7		9.1				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		10.0		28.0		10.0		10.0				
Max Q Clear Time (g_c+I1), s		3.9		8.7		8.4		4.3				
Green Ext Time (p_c), s		0.2		1.9		0.3		0.2				

Intersection Summary												
HCM 6th Ctrl Delay			13.8									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	275	47	23	164	106	103	902	83	201	632	113
Future Volume (veh/h)	76	275	47	23	164	106	103	902	83	201	632	113
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	84	306	52	26	182	118	114	1002	0	223	702	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	112	215	34	265	405	343	447	1216		258	1216	
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.65	0.65	0.00	0.65	0.65	0.00
Sat Flow, veh/h	187	990	157	1023	1870	1581	745	1870	1585	562	1870	0
Grp Volume(v), veh/h	442	0	0	26	182	118	114	1002	0	223	702	0
Grp Sat Flow(s),veh/h/ln	1334	0	0	1023	1870	1581	745	1870	1585	562	1870	0
Q Serve(g_s), s	7.9	0.0	0.0	0.0	5.1	3.8	6.1	24.2	0.0	14.8	12.6	0.0
Cycle Q Clear(g_c), s	13.0	0.0	0.0	1.9	5.1	3.8	18.7	24.2	0.0	39.0	12.6	0.0
Prop In Lane	0.19		0.12	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	360	0	0	265	405	343	447	1216		258	1216	
V/C Ratio(X)	1.23	0.00	0.00	0.10	0.45	0.34	0.25	0.82		0.86	0.58	
Avail Cap(c_a), veh/h	360	0	0	265	405	343	447	1216		258	1216	
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	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	25.2	0.0	0.0	19.2	20.4	19.9	11.1	7.9	0.0	25.4	5.9	0.0
Incr Delay (d2), s/veh	124.0	0.0	0.0	0.2	0.8	0.6	0.3	4.7	0.0	24.6	0.7	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	16.9	0.0	0.0	0.3	1.9	1.2	0.8	5.5	0.0	4.6	2.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	149.2	0.0	0.0	19.3	21.2	20.5	11.4	12.7	0.0	50.0	6.6	0.0
LnGrp LOS	F	A	A	B	C	C	B	B		D	A	
Approach Vol, veh/h		442			326			1116			925	
Approach Delay, s/veh		149.2			20.8			12.5			17.0	
Approach LOS		F			C			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		43.0		17.0		43.0		17.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		39.0		13.0		39.0		13.0				
Max Q Clear Time (g_c+I1), s		26.2		15.0		41.0		7.1				
Green Ext Time (p_c), s		6.1		0.0		0.0		0.7				

Intersection Summary												
HCM 6th Ctrl Delay			36.5									
HCM 6th LOS			D									

Notes

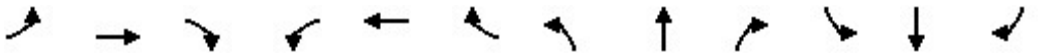
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	200	44	70	886	868	104
Future Volume (veh/h)	200	44	70	886	868	104
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	238	52	83	1055	1033	124
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	298	265	276	1277	1277	1082
Arrive On Green	0.17	0.17	0.68	0.68	0.68	0.68
Sat Flow, veh/h	1781	1585	486	1870	1870	1585
Grp Volume(v), veh/h	238	52	83	1055	1033	124
Grp Sat Flow(s),veh/h/ln	1781	1585	486	1870	1870	1585
Q Serve(g_s), s	6.8	1.5	7.8	21.9	20.9	1.4
Cycle Q Clear(g_c), s	6.8	1.5	28.7	21.9	20.9	1.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	298	265	276	1277	1277	1082
V/C Ratio(X)	0.80	0.20	0.30	0.83	0.81	0.11
Avail Cap(c_a), veh/h	367	327	318	1438	1438	1218
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	21.3	19.1	16.2	6.2	6.0	2.9
Incr Delay (d2), s/veh	9.7	0.4	0.6	3.7	3.2	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	3.3	0.5	0.7	3.0	2.8	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	31.0	19.5	16.8	9.9	9.2	3.0
LnGrp LOS	C	B	B	A	A	A
Approach Vol, veh/h	290			1138	1157	
Approach Delay, s/veh	29.0			10.4	8.5	
Approach LOS	C			B	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		40.4		12.9		40.4
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		41.0		11.0		41.0
Max Q Clear Time (g_c+I1), s		30.7		8.8		22.9
Green Ext Time (p_c), s		5.7		0.2		7.4

Intersection Summary	
HCM 6th Ctrl Delay	11.6
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	245	42	24	9	80	0	17	65	6	83	92	232
Future Volume (veh/h)	245	42	24	9	80	0	17	65	6	83	92	232
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	266	46	26	10	87	0	18	71	7	90	100	252
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	578	81	36	164	575	0	207	575	50	240	185	359
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.00	0.39	0.39	0.39	0.39	0.39	0.39
Sat Flow, veh/h	1075	249	110	70	1772	0	141	1476	127	218	476	920
Grp Volume(v), veh/h	338	0	0	97	0	0	96	0	0	442	0	0
Grp Sat Flow(s),veh/h/ln	1434	0	0	1842	0	0	1744	0	0	1614	0	0
Q Serve(g_s), s	4.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0
Cycle Q Clear(g_c), s	5.7	0.0	0.0	1.0	0.0	0.0	0.9	0.0	0.0	6.3	0.0	0.0
Prop In Lane	0.79		0.08	0.10		0.00	0.19		0.07	0.20		0.57
Lane Grp Cap(c), veh/h	695	0	0	740	0	0	832	0	0	784	0	0
V/C Ratio(X)	0.49	0.00	0.00	0.13	0.00	0.00	0.12	0.00	0.00	0.56	0.00	0.00
Avail Cap(c_a), veh/h	1480	0	0	1757	0	0	1751	0	0	1686	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.2	0.0	0.0	6.7	0.0	0.0	5.5	0.0	0.0	7.1	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	0.1	0.0	0.0	0.2	0.0	0.0	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.7	0.0	0.0	6.8	0.0	0.0	5.6	0.0	0.0	7.7	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		338			97			96			442	
Approach Delay, s/veh		8.7			6.8			5.6			7.7	
Approach LOS		A			A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		14.9		13.1		14.9		13.1				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		27.0		25.0		27.0		25.0				
Max Q Clear Time (g_c+I1), s		2.9		7.7		8.3		3.0				
Green Ext Time (p_c), s		0.4		1.7		2.6		0.3				
Intersection Summary												
HCM 6th Ctrl Delay			7.8									
HCM 6th LOS			A									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	230	109	97	274	352	81	749	87	218	1172	52
Future Volume (veh/h)	92	230	109	97	274	352	81	749	87	218	1172	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	102	256	121	108	304	391	90	832	0	242	1302	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	102	182	78	240	561	475	90	1122		274	1122	
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.60	0.60	0.00	0.60	0.60	0.00
Sat Flow, veh/h	160	606	259	1006	1870	1582	423	1870	1585	660	1870	0
Grp Volume(v), veh/h	479	0	0	108	304	391	90	832	0	242	1302	0
Grp Sat Flow(s),veh/h/ln	1025	0	0	1006	1870	1582	423	1870	1585	660	1870	0
Q Serve(g_s), s	13.1	0.0	0.0	0.0	10.9	18.4	0.0	25.6	0.0	22.4	48.0	0.0
Cycle Q Clear(g_c), s	24.0	0.0	0.0	15.4	10.9	18.4	48.0	25.6	0.0	48.0	48.0	0.0
Prop In Lane	0.21		0.25	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	362	0	0	240	561	475	90	1122		274	1122	
V/C Ratio(X)	1.32	0.00	0.00	0.45	0.54	0.82	1.00	0.74		0.88	1.16	
Avail Cap(c_a), veh/h	362	0	0	240	561	475	90	1122		274	1122	
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	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	30.9	0.0	0.0	25.0	23.4	26.0	40.0	11.5	0.0	31.5	16.0	0.0
Incr Delay (d2), s/veh	163.3	0.0	0.0	1.3	1.1	11.2	94.9	2.7	0.0	26.6	82.3	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	22.9	0.0	0.0	1.7	4.3	7.5	4.0	8.2	0.0	6.4	39.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	194.2	0.0	0.0	26.3	24.5	37.3	134.9	14.2	0.0	58.1	98.3	0.0
LnGrp LOS	F	A	A	C	C	D	F	B		E	F	
Approach Vol, veh/h		479			803			922			1544	
Approach Delay, s/veh		194.2			30.9			26.0			92.0	
Approach LOS		F			C			C			F	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		52.0		28.0		52.0		28.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		48.0		24.0		48.0		24.0				
Max Q Clear Time (g_c+I1), s		50.0		26.0		50.0		20.4				
Green Ext Time (p_c), s		0.0		0.0		0.0		1.3				

Intersection Summary		
HCM 6th Ctrl Delay	75.7	
HCM 6th LOS	E	

Notes

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

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



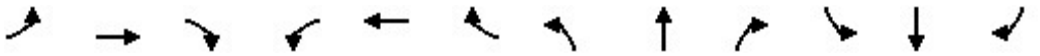
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	164	48	131	923	1596	227
Future Volume (veh/h)	164	48	131	923	1596	227
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	195	57	156	1099	1900	270
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	166	148	96	1496	1496	1416
Arrive On Green	0.09	0.09	0.80	0.80	0.80	0.80
Sat Flow, veh/h	1781	1585	182	1870	1870	1585
Grp Volume(v), veh/h	195	57	156	1099	1900	270
Grp Sat Flow(s),veh/h/ln	1781	1585	182	1870	1870	1585
Q Serve(g_s), s	7.0	2.5	0.0	21.4	60.0	1.6
Cycle Q Clear(g_c), s	7.0	2.5	60.0	21.4	60.0	1.6
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	166	148	96	1496	1496	1416
V/C Ratio(X)	1.17	0.39	1.62	0.73	1.27	0.19
Avail Cap(c_a), veh/h	166	148	96	1496	1496	1416
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	34.0	32.0	37.5	3.6	7.5	0.5
Incr Delay (d2), s/veh	123.9	1.6	323.6	1.9	126.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	1.0	10.2	1.2	53.9	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	157.9	33.6	361.1	5.5	134.3	0.6
LnGrp LOS	F	C	F	A	F	A
Approach Vol, veh/h	252			1255	2170	
Approach Delay, s/veh	129.8			49.7	117.7	
Approach LOS	F			D	F	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	64.0	11.0	64.0
Change Period (Y+Rc), s	4.0	4.0	4.0
Max Green Setting (Gmax), s	60.0	7.0	60.0
Max Q Clear Time (g_c+I1), s	62.0	9.0	62.0
Green Ext Time (p_c), s	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	95.3
HCM 6th LOS	F

Notes

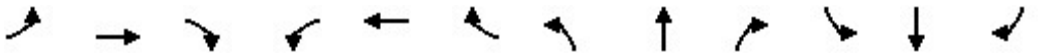
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	300	64	71	0	185	0	109	55	3	50	0	236
Future Volume (veh/h)	300	64	71	0	185	0	109	55	3	50	0	236
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	326	70	77	0	201	0	118	60	3	54	0	257
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	413	89	98	0	276	0	313	134	5	142	21	313
Arrive On Green	0.34	0.34	0.34	0.00	0.15	0.00	0.23	0.23	0.23	0.23	0.00	0.23
Sat Flow, veh/h	1212	260	286	0	1870	0	748	573	22	190	91	1336
Grp Volume(v), veh/h	473	0	0	0	201	0	181	0	0	311	0	0
Grp Sat Flow(s),veh/h/ln	1758	0	0	0	1870	0	1343	0	0	1617	0	0
Q Serve(g_s), s	10.5	0.0	0.0	0.0	4.4	0.0	0.0	0.0	0.0	2.8	0.0	0.0
Cycle Q Clear(g_c), s	10.5	0.0	0.0	0.0	4.4	0.0	4.9	0.0	0.0	7.7	0.0	0.0
Prop In Lane	0.69		0.16	0.00		0.00	0.65		0.02	0.17		0.83
Lane Grp Cap(c), veh/h	600	0	0	0	276	0	452	0	0	477	0	0
V/C Ratio(X)	0.79	0.00	0.00	0.00	0.73	0.00	0.40	0.00	0.00	0.65	0.00	0.00
Avail Cap(c_a), veh/h	1056	0	0	0	432	0	508	0	0	543	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.9	0.0	0.0	0.0	17.6	0.0	14.4	0.0	0.0	15.6	0.0	0.0
Incr Delay (d2), s/veh	2.4	0.0	0.0	0.0	3.7	0.0	0.6	0.0	0.0	2.3	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	3.2	0.0	0.0	0.0	1.7	0.0	1.3	0.0	0.0	2.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.2	0.0	0.0	0.0	21.3	0.0	15.0	0.0	0.0	17.9	0.0	0.0
LnGrp LOS	B	A	A	A	C	A	B	A	A	B	A	A
Approach Vol, veh/h		473			201			181			311	
Approach Delay, s/veh		15.2			21.3			15.0			17.9	
Approach LOS		B			C			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		14.1		18.8		14.1		10.4				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		12.0		26.0		12.0		10.0				
Max Q Clear Time (g_c+I1), s		6.9		12.5		9.7		6.4				
Green Ext Time (p_c), s		0.4		2.3		0.4		0.3				

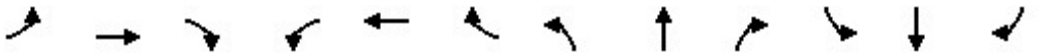
Intersection Summary												
HCM 6th Ctrl Delay			17.0									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	514	16	9	576	38	30	0	31	76	13	425
Future Volume (veh/h)	58	514	16	9	576	38	30	0	31	76	13	425
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	61	541	17	9	606	40	32	0	33	80	14	447
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	108	841	26	28	731	48	52	0	53	99	520	440
Arrive On Green	0.06	0.47	0.47	0.02	0.42	0.42	0.06	0.00	0.06	0.28	0.28	0.28
Sat Flow, veh/h	1781	1803	57	1781	1735	115	825	0	851	356	1870	1585
Grp Volume(v), veh/h	61	0	558	9	0	646	65	0	0	80	14	447
Grp Sat Flow(s),veh/h/ln	1781	0	1860	1781	0	1849	1676	0	0	356	1870	1585
Q Serve(g_s), s	3.0	0.0	20.6	0.4	0.0	28.0	3.4	0.0	0.0	18.8	0.5	25.0
Cycle Q Clear(g_c), s	3.0	0.0	20.6	0.4	0.0	28.0	3.4	0.0	0.0	18.8	0.5	25.0
Prop In Lane	1.00		0.03	1.00		0.06	0.49		0.51	1.00		1.00
Lane Grp Cap(c), veh/h	108	0	867	28	0	779	105	0	0	99	520	440
V/C Ratio(X)	0.56	0.00	0.64	0.32	0.00	0.83	0.62	0.00	0.00	0.81	0.03	1.02
Avail Cap(c_a), veh/h	139	0	867	139	0	779	130	0	0	99	520	440
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)	0.84	0.00	0.84	0.89	0.00	0.89	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.1	0.0	18.3	43.8	0.0	23.2	41.1	0.0	0.0	30.3	23.6	32.5
Incr Delay (d2), s/veh	3.8	0.0	3.1	5.8	0.0	9.0	5.9	0.0	0.0	37.4	0.0	46.8
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	1.4	0.0	9.1	0.2	0.0	12.7	1.5	0.0	0.0	2.6	0.2	14.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.9	0.0	21.4	49.6	0.0	32.1	47.0	0.0	0.0	67.7	23.7	79.3
LnGrp LOS	D	A	C	D	A	C	D	A	A	E	C	F
Approach Vol, veh/h		619			655			65			541	
Approach Delay, s/veh		23.7			32.4			47.0			76.1	
Approach LOS		C			C			D			E	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		9.6	5.4	46.0		29.0	9.5	41.9				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		7.0	7.0	35.0		25.0	7.0	35.0				
Max Q Clear Time (g_c+I1), s		5.4	2.4	22.6		27.0	5.0	30.0				
Green Ext Time (p_c), s		0.0	0.0	3.0		0.0	0.0	1.8				

Intersection Summary												
HCM 6th Ctrl Delay			42.6									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	475	63	27	285	117	152	862	99	225	612	159
Future Volume (veh/h)	105	475	63	27	285	117	152	862	99	225	612	159
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	117	528	70	30	317	130	169	958	0	250	680	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	161	418	55	60	483	409	432	1262		256	1262	
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.68	0.68	0.00	0.68	0.68	0.00
Sat Flow, veh/h	943	1617	214	820	1870	1582	760	1870	1585	586	1870	0
Grp Volume(v), veh/h	117	0	598	30	317	130	169	958	0	250	680	0
Grp Sat Flow(s),veh/h/ln	943	0	1831	820	1870	1582	760	1870	1585	586	1870	0
Q Serve(g_s), s	12.8	0.0	31.0	0.0	18.2	8.0	17.5	41.0	0.0	40.0	22.3	0.0
Cycle Q Clear(g_c), s	31.0	0.0	31.0	31.0	18.2	8.0	39.8	41.0	0.0	81.0	22.3	0.0
Prop In Lane	1.00		0.12	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	161	0	473	60	483	409	432	1262		256	1262	
V/C Ratio(X)	0.73	0.00	1.26	0.50	0.66	0.32	0.39	0.76		0.98	0.54	
Avail Cap(c_a), veh/h	161	0	473	60	483	409	432	1262		256	1262	
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	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	54.5	0.0	44.5	60.0	39.7	36.0	20.1	13.0	0.0	44.3	10.0	0.0
Incr Delay (d2), s/veh	15.2	0.0	134.9	6.3	3.2	0.4	0.6	2.7	0.0	50.0	0.5	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	4.1	0.0	30.9	1.0	8.3	3.0	2.9	14.4	0.0	10.9	7.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.7	0.0	179.4	66.3	42.9	36.4	20.7	15.7	0.0	94.3	10.4	0.0
LnGrp LOS	E	A	F	E	D	D	C	B		F	B	
Approach Vol, veh/h		715			477			1127			930	
Approach Delay, s/veh		161.4			42.6			16.5			33.0	
Approach LOS		F			D			B			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		85.0		35.0		85.0		35.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		81.0		31.0		81.0		31.0				
Max Q Clear Time (g_c+I1), s		43.0		33.0		83.0		33.0				
Green Ext Time (p_c), s		9.6		0.0		0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	56.9
HCM 6th LOS	E

Notes

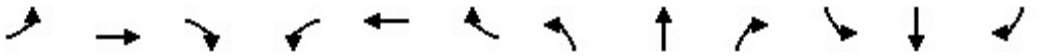
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	205	46	73	882	867	106
Future Volume (veh/h)	205	46	73	882	867	106
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	244	55	87	1050	1032	126
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	303	270	274	1276	1276	1081
Arrive On Green	0.17	0.17	0.68	0.68	0.68	0.68
Sat Flow, veh/h	1781	1585	485	1870	1870	1585
Grp Volume(v), veh/h	244	55	87	1050	1032	126
Grp Sat Flow(s),veh/h/ln	1781	1585	485	1870	1870	1585
Q Serve(g_s), s	7.1	1.6	8.4	22.0	21.2	1.5
Cycle Q Clear(g_c), s	7.1	1.6	29.6	22.0	21.2	1.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	303	270	274	1276	1276	1081
V/C Ratio(X)	0.81	0.20	0.32	0.82	0.81	0.12
Avail Cap(c_a), veh/h	362	322	310	1416	1416	1200
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	21.6	19.3	16.6	6.2	6.1	3.0
Incr Delay (d2), s/veh	10.7	0.4	0.7	3.7	3.3	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	3.6	0.6	0.8	3.2	3.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	32.3	19.7	17.2	10.0	9.4	3.0
LnGrp LOS	C	B	B	A	A	A
Approach Vol, veh/h	299			1137	1158	
Approach Delay, s/veh	30.0			10.5	8.7	
Approach LOS	C			B	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		40.9		13.2		40.9
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		41.0		11.0		41.0
Max Q Clear Time (g_c+I1), s		31.6		9.1		23.2
Green Ext Time (p_c), s		5.4		0.2		7.3

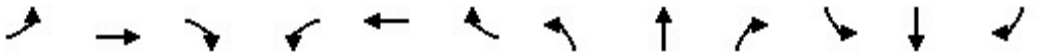
Intersection Summary		
HCM 6th Ctrl Delay		12.0
HCM 6th LOS		B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	241	88	84	16	122	0	62	69	16	76	110	263
Future Volume (veh/h)	241	88	84	16	122	0	62	69	16	76	110	263
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	262	96	91	17	133	0	67	75	17	83	120	286
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	465	147	115	143	678	0	329	331	62	189	191	369
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.00	0.39	0.39	0.39	0.39	0.39	0.39
Sat Flow, veh/h	791	381	298	78	1755	0	475	849	159	182	491	948
Grp Volume(v), veh/h	449	0	0	150	0	0	159	0	0	489	0	0
Grp Sat Flow(s),veh/h/ln	1470	0	0	1834	0	0	1483	0	0	1621	0	0
Q Serve(g_s), s	7.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0	0.0
Cycle Q Clear(g_c), s	9.4	0.0	0.0	1.9	0.0	0.0	2.1	0.0	0.0	9.3	0.0	0.0
Prop In Lane	0.58		0.20	0.11		0.00	0.42		0.11	0.17		0.58
Lane Grp Cap(c), veh/h	728	0	0	821	0	0	721	0	0	749	0	0
V/C Ratio(X)	0.62	0.00	0.00	0.18	0.00	0.00	0.22	0.00	0.00	0.65	0.00	0.00
Avail Cap(c_a), veh/h	1251	0	0	1471	0	0	1135	0	0	1242	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.4	0.0	0.0	7.3	0.0	0.0	7.3	0.0	0.0	9.4	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.1	0.0	0.0	0.2	0.0	0.0	1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	0.4	0.0	0.0	0.5	0.0	0.0	2.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.3	0.0	0.0	7.4	0.0	0.0	7.4	0.0	0.0	10.4	0.0	0.0
LnGrp LOS	B	A	A	A	A	A	A	A	A	B	A	A
Approach Vol, veh/h		449			150			159			489	
Approach Delay, s/veh		10.3			7.4			7.4			10.4	
Approach LOS		B			A			A			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		17.9		17.8		17.9		17.8				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		25.0		27.0		25.0		27.0				
Max Q Clear Time (g_c+I1), s		4.1		11.4		11.3		3.9				
Green Ext Time (p_c), s		0.9		2.4		2.6		0.6				

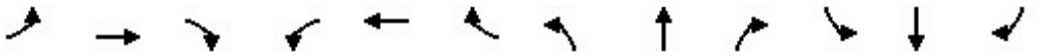
Intersection Summary												
HCM 6th Ctrl Delay			9.6									
HCM 6th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	773	39	9	423	21	32	2	22	62	23	187
Future Volume (veh/h)	141	773	39	9	423	21	32	2	22	62	23	187
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	148	814	41	9	445	22	34	2	23	65	24	197
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	184	1002	50	28	849	42	90	5	61	45	234	198
Arrive On Green	0.14	0.76	0.76	0.03	0.96	0.96	0.09	0.09	0.09	0.13	0.13	0.13
Sat Flow, veh/h	1781	1765	89	1781	1767	87	981	58	663	356	1870	1585
Grp Volume(v), veh/h	148	0	855	9	0	467	59	0	0	65	24	197
Grp Sat Flow(s),veh/h/ln	1781	0	1854	1781	0	1854	1702	0	0	356	1870	1585
Q Serve(g_s), s	6.4	0.0	23.4	0.4	0.0	1.6	2.6	0.0	0.0	10.0	0.9	9.9
Cycle Q Clear(g_c), s	6.4	0.0	23.4	0.4	0.0	1.6	2.6	0.0	0.0	10.0	0.9	9.9
Prop In Lane	1.00		0.05	1.00		0.05	0.58		0.39	1.00		1.00
Lane Grp Cap(c), veh/h	184	0	1053	28	0	891	155	0	0	45	234	198
V/C Ratio(X)	0.80	0.00	0.81	0.32	0.00	0.52	0.38	0.00	0.00	1.46	0.10	0.99
Avail Cap(c_a), veh/h	289	0	1053	156	0	891	213	0	0	45	234	198
HCM Platoon Ratio	1.33	1.33	1.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.71	0.00	0.71	0.95	0.00	0.95	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.7	0.0	7.1	38.3	0.0	0.8	34.2	0.0	0.0	35.0	31.0	35.0
Incr Delay (d2), s/veh	6.2	0.0	5.0	6.0	0.0	2.1	1.5	0.0	0.0	296.4	0.2	62.2
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	3.0	0.0	5.8	0.2	0.0	0.8	1.1	0.0	0.0	4.5	0.4	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.9	0.0	12.0	44.3	0.0	2.9	35.7	0.0	0.0	331.4	31.2	97.2
LnGrp LOS	D	A	B	D	A	A	D	A	A	F	C	F
Approach Vol, veh/h		1003			476			59			286	
Approach Delay, s/veh		16.2			3.7			35.7			144.9	
Approach LOS		B			A			D			F	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.3	5.3	49.4		14.0	12.3	42.4				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		10.0	7.0	37.0		10.0	13.0	31.0				
Max Q Clear Time (g_c+I1), s		4.6	2.4	25.4		12.0	8.4	3.6				
Green Ext Time (p_c), s		0.1	0.0	4.9		0.0	0.1	2.7				

Intersection Summary												
HCM 6th Ctrl Delay			33.7									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	373	154	104	445	372	109	691	92	234	1119	74
Future Volume (veh/h)	130	373	154	104	445	372	109	691	92	234	1119	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	144	414	171	116	494	413	121	768	0	260	1243	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	341	141	103	508	429	103	1149		345	1149	
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.61	0.61	0.00	0.61	0.61	0.00
Sat Flow, veh/h	615	1257	519	830	1870	1582	447	1870	1585	700	1870	0
Grp Volume(v), veh/h	144	0	585	116	494	413	121	768	0	260	1243	0
Grp Sat Flow(s),veh/h/ln	615	0	1776	830	1870	1582	447	1870	1585	700	1870	0
Q Serve(g_s), s	0.7	0.0	19.0	0.0	18.3	18.0	0.0	18.8	0.0	24.2	43.0	0.0
Cycle Q Clear(g_c), s	19.0	0.0	19.0	19.0	18.3	18.0	43.0	18.8	0.0	43.0	43.0	0.0
Prop In Lane	1.00		0.29	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	109	0	482	103	508	429	103	1149		345	1149	
V/C Ratio(X)	1.32	0.00	1.21	1.13	0.97	0.96	1.18	0.67		0.75	1.08	
Avail Cap(c_a), veh/h	109	0	482	103	508	429	103	1149		345	1149	
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	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	35.0	0.0	25.5	35.0	25.2	25.1	35.0	8.8	0.0	23.7	13.5	0.0
Incr Delay (d2), s/veh	195.1	0.0	114.0	127.3	33.0	33.6	143.8	1.5	0.0	9.1	51.6	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	7.6	0.0	22.0	5.2	11.5	9.7	5.7	5.0	0.0	4.5	26.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	230.0	0.0	139.5	162.3	58.2	58.7	178.8	10.3	0.0	32.8	65.1	0.0
LnGrp LOS	F	A	F	F	E	E	F	B		C	F	
Approach Vol, veh/h		729			1023			889			1503	
Approach Delay, s/veh		157.4			70.2			33.3			59.5	
Approach LOS		F			E			C			E	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		47.0		23.0		47.0		23.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		43.0		19.0		43.0		19.0				
Max Q Clear Time (g_c+I1), s		45.0		21.0		45.0		21.0				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			73.8									
HCM 6th LOS			E									

Notes

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



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	164	48	131	923	1596	227
Future Volume (veh/h)	164	48	131	923	1596	227
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	195	57	156	1099	1900	270
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	166	148	96	1496	1496	1268
Arrive On Green	0.09	0.09	0.80	0.80	0.80	0.80
Sat Flow, veh/h	1781	1585	182	1870	1870	1585
Grp Volume(v), veh/h	195	57	156	1099	1900	270
Grp Sat Flow(s),veh/h/ln	1781	1585	182	1870	1870	1585
Q Serve(g_s), s	7.0	2.5	0.0	21.4	60.0	3.1
Cycle Q Clear(g_c), s	7.0	2.5	60.0	21.4	60.0	3.1
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	166	148	96	1496	1496	1268
V/C Ratio(X)	1.17	0.39	1.62	0.73	1.27	0.21
Avail Cap(c_a), veh/h	166	148	96	1496	1496	1268
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	34.0	32.0	37.5	3.6	7.5	1.8
Incr Delay (d2), s/veh	123.9	1.6	323.6	1.9	126.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	1.0	10.2	1.2	53.9	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	157.9	33.6	361.1	5.5	134.3	1.9
LnGrp LOS	F	C	F	A	F	A
Approach Vol, veh/h	252			1255	2170	
Approach Delay, s/veh	129.8			49.7	117.9	
Approach LOS	F			D	F	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	64.0	11.0	64.0
Change Period (Y+Rc), s	4.0	4.0	4.0
Max Green Setting (Gmax), s	60.0	7.0	60.0
Max Q Clear Time (g_c+I1), s	62.0	9.0	62.0
Green Ext Time (p_c), s	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	95.4
HCM 6th LOS	F

APPENDIX N -

SIGNAL WARRANT ANALYSIS WORKSHEETS

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

COUNT DATE Opening Year 2027 Plus Project

CALC _____ DATE _____

CHK _____ DATE _____

DIST _____ CO _____ RTE _____ PM _____

Major St: Airport Blvd (10,995 ADT) — Critical Approach Speed 45 mph

Minor St: Project Driveway (2,766 ADT) — Critical Approach Speed 25 mph

Speed limit or critical speed on major street traffic > 40 mph..... ☒
or
In built up area of isolated community of < 10,000 population..... ☐ **RURAL (R)**

☐ **URBAN (U)**

(Based on Estimated Average Daily Traffic - See Note)

URBAN..... RURAL.....	Minimum Requirements EADT	
CONDITION A - Minimum Vehicular Volume Satisfied X Not Satisfied _____	Vehicles Per Day on Major Street (Total of Both Approaches)	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)
Number of lanes for moving traffic on each approach	Urban / Rural	Urban / Rural
Major Street / Minor Street		
1..... / 1.....	8,000 / 5,600	2,400 / 1,680
2 or More..... / 1.....	9,600 / 6,720	2,400 / 1,680
2 or More..... / 2 or More.....	9,600 / 6,720	3,200 / 2,240
1..... / 2 or More.....	8,000 / 5,600	3,200 / 2,240
CONDITION B - Interruption of Continuous Traffic Satisfied X Not Satisfied _____	Vehicles Per Day on Major Street (Total of Both Approaches)	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)
Number of lanes for moving traffic on each approach	Urban / Rural	Urban / Rural
Major Street / Minor Street		
1..... / 1.....	12,000 / 8,400	1,200 / 850
2 or More..... / 1.....	14,400 / 10,080	1,200 / 850
2 or More..... / 2 or More.....	14,400 / 10,080	1,600 / 1,120
1..... / 2 or More.....	12,000 / 8,400	1,600 / 1,120
Combination of CONDITIONS A + B Satisfied X Not Satisfied _____ No one condition satisfied, but following conditions fulfilled 80% or more..... A _____ B _____	2 CONDITIONS 80%	2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

WARRANT 3 - PEAK HOUR

(Part A or Part B must be satisfied) SATISFIED ☑ YES ☐ NO

Part A SATISFIED ☐ YES ☑ NO

(All parts 1, 2, and 3 below must be satisfied for the same

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for one-lane approach, or five vehicle-hours for a two-lane approach; AND	☐ YES ☑ NO
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane or traffic or 150 vph for two moving lanes; AND	☑ YES ☐ NO
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches	☑ YES ☐ NO

SATISFIED ☑ YES ☐ NO

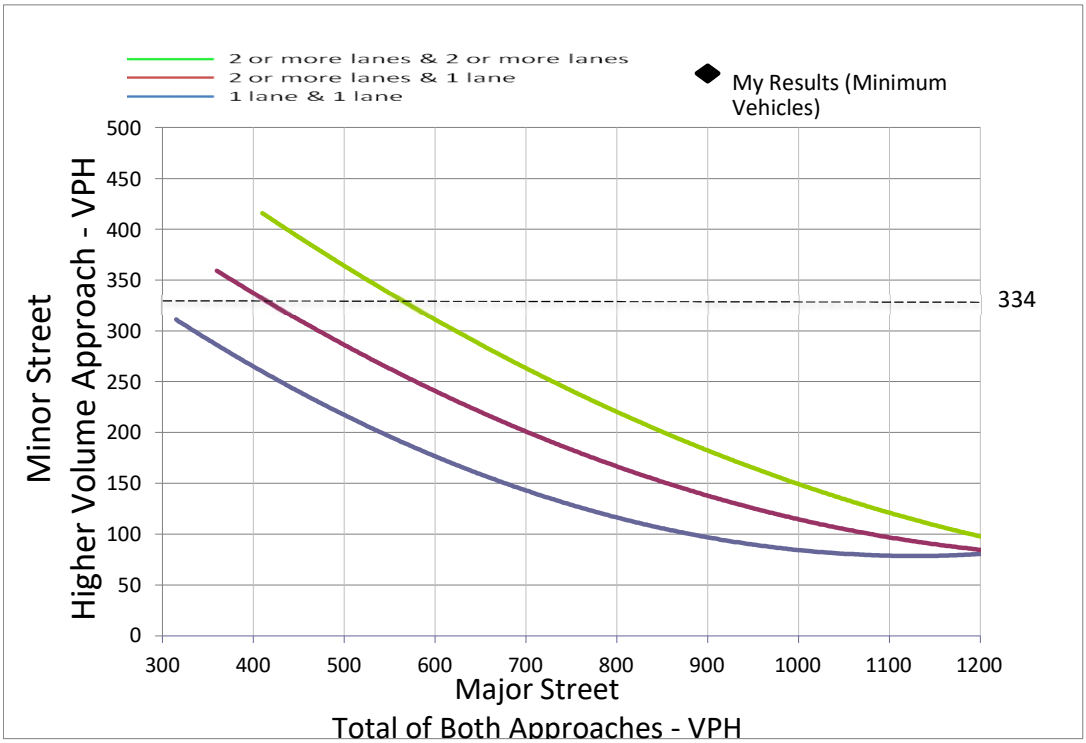
Part B

APPROACH LANES	One	Two or More	
Both Approaches - Major Street	☑	☐	1403 ← ENTER CORRECT HOURS
Higher Approach - Minor Street	☑	☐	334

ENTER PEAK HOUR VOL.

The plotted point falls above the applicable curve in Figure 4C-3 (Urban Areas)	☐ YES ☐ NO
OR The plotted point falls above the applicable curve in Figure 4C-4 (Rural Areas)	☑ YES ☐ NO

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



WARRANT 3 - PEAK HOUR

(Part A or Part B must be satisfied) SATISFIED ☑ YES ☐ NO

Part A SATISFIED ☐ YES ☑ NO

(All parts 1, 2, and 3 below must be satisfied for the same

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for one-lane approach, or five vehicle-hours for a two-lane approach; AND	☐ YES ☑ NO
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane or traffic or 150 vph for two moving lanes; AND	☑ YES ☐ NO
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches	☑ YES ☐ NO

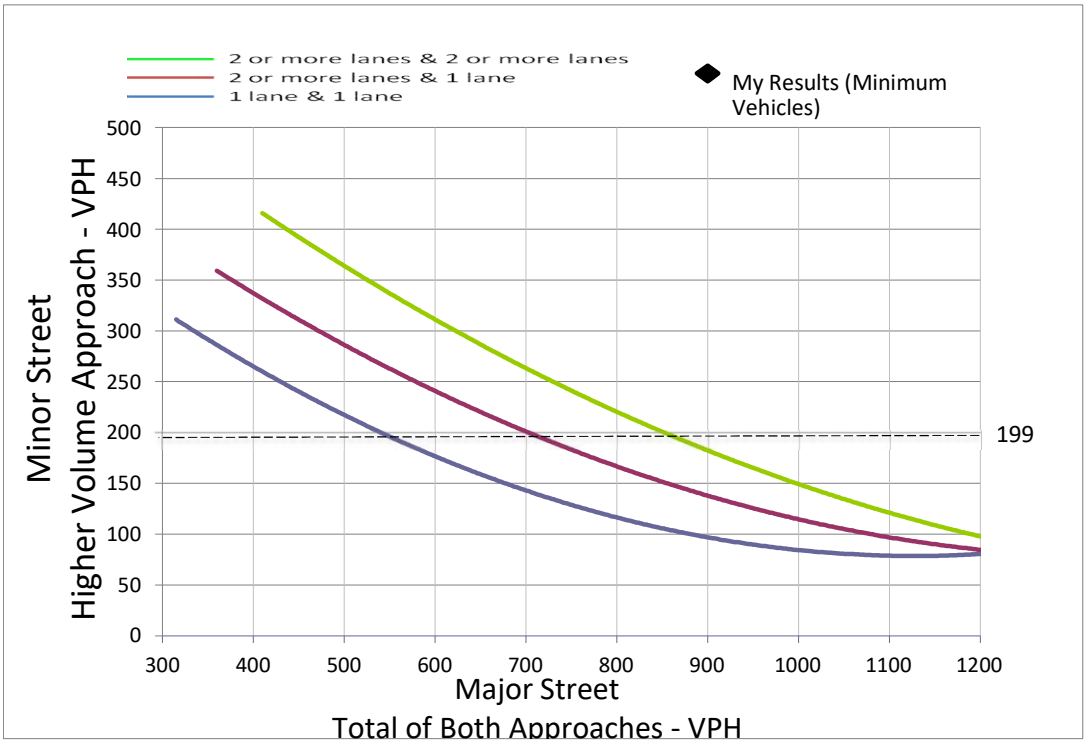
SATISFIED ☑ YES ☐ NO

Part B

APPROACH LANES	One	Two or More		
Both Approaches - Major Street	☑	☐	1768	← ENTER CORRECT HOURS
Higher Approach - Minor Street	☑	☐	199	↑ ENTER PEAK HOUR VOL.

The plotted point falls above the applicable curve in Figure 4C-3 (Urban Areas)	☐ YES ☐ NO
OR The plotted point falls above the applicable curve in Figure 4C-4 (Rural Areas)	☑ YES ☐ NO

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



WARRANT 3 - PEAK HOUR

(Part A or Part B must be satisfied) SATISFIED ☑ YES ☐ NO

Part A

SATISFIED ☐ YES ☑ NO

(All parts 1, 2, and 3 below must be satisfied for the same

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for one-lane approach, or five vehicle-hours for a two-lane approach; AND	☐ YES ☑ NO
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane or traffic or 150 vph for two moving lanes; AND	☑ YES ☐ NO
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches	☑ YES ☐ NO

SATISFIED ☑ YES ☐ NO

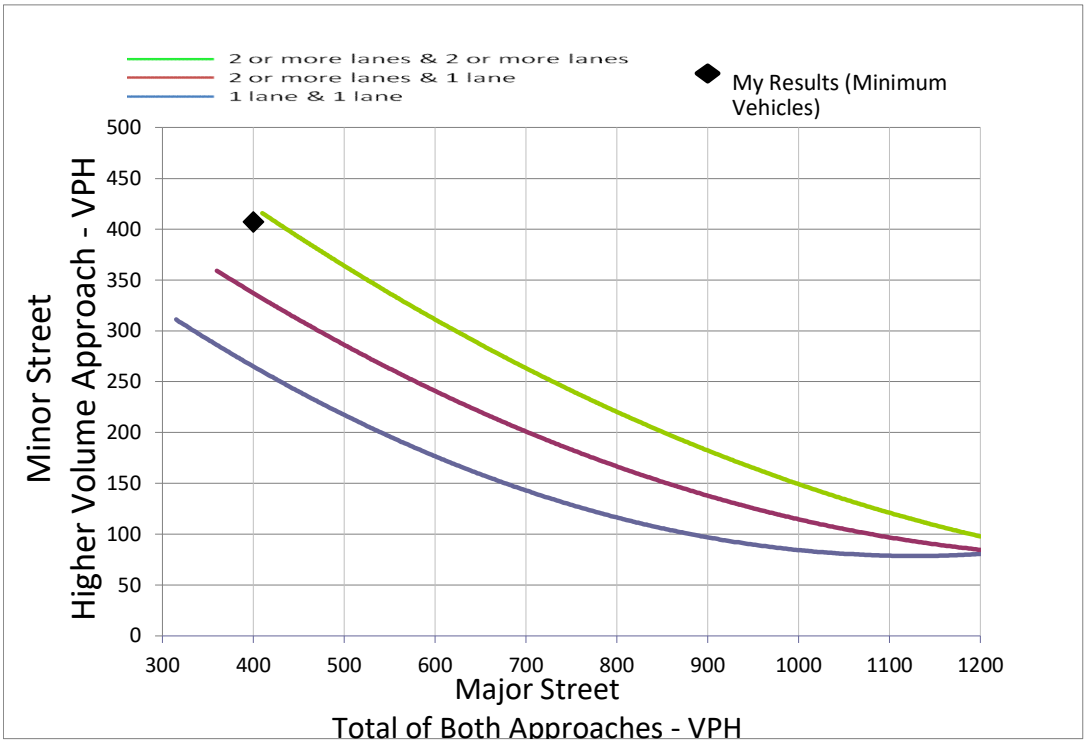
Part B

APPROACH LANES	One	Two or More	
Both Approaches - Major Street	☑	☐	400 ← ENTER CORRECT HOURS
Higher Approach - Minor Street	☑	☐	407

ENTER PEAK HOUR VOL.

The plotted point falls above the applicable curve in Figure 4C-3 (Urban Areas)	☐ YES ☐ NO
OR The plotted point falls above the applicable curve in Figure 4C-4 (Rural Areas)	☑ YES ☐ NO

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



APPENDIX O -

FUNDING PROGRAM DOCUMENTS

COUNTY OF RIVERSIDE
TRANSPORTATION DEPARTMENT

Development Impact Fees (DIF)

Development Impact Fees (DIF)

The Development Impact Fee program covers all portions of unincorporated Riverside County. It provides funds for a variety of public facilities that are both transportation and non-transportation related, including various roads, bridges and traffic signals. The Development Impact Fee program established separate rates for each Area Plan provided through the Riverside County General Plan. The Development Impact Fee program is administered by the Riverside County Executive Office and was adopted through Ordinance No. 659.

Related Links & Documents

Contact Info

Agency Program Administrator

Alvin Medina
(951) 955-1667

(3) A sign affixed to a building, advertising the business contained therein, shall not exceed 10% of the surface area of the building wall facing the highway. A single sign, or a total of all signs, affixed to a building and advertising multiple businesses contained therein shall not exceed 10% of the surface area of the building wall facing the highway.

Chocolate Mountain Aerial Gunnery Range

The Chocolate Mountain Aerial Gunnery Range (CMAGR) provides support training that is essential to the readiness of the nation's Marine Corps and Naval Air Forces. Land use compatibility with the CMAGR is essential to the operations of CMAGR and the safety of surrounding communities.

Policies:

ECVAP 11.1 Development within two miles of the CMAGR shall remain limited and compatible with the Open Space Foundation Component.

ECVAP 11.2 Prohibit residential development, except construction of a single-family dwelling on a legal residential lot of record, within the current 60 dB CNEL contours of the Chocolate Mountain Aerial Gunnery Range.

ECVAP 11.3 New development within 3 miles of the Chocolate Mountain Aerial Gunnery Range (CMAGR) outer boundary shall be required to disclose through recordation of an Environmental Constraints Note, avigation (or other) easement, or other instrument as deemed suitable, the potential for noise, vibrations or interference emanating from aviation activities and other military operations performed within or above the CMAGR.

Circulation

The circulation system is vital to the prosperity of a community. It provides for the movement of goods and people within and outside of the community and includes motorized and non-motorized travel modes such as bicycles, trains, aircraft, automobiles and trucks. In Riverside County, the circulation system is also intended to accommodate a pattern of concentrated growth, providing both a regional and local linkage system between unique communities. This system is multi-modal, which means that it provides numerous alternatives to the automobile, such as transit, pedestrian and equestrian systems, and bicycle facilities so that Riverside County citizens and visitors can access the region by a number of transportation options.

As stated in the Vision and the Land Use Element, the County of Riverside is moving away from a growth pattern of random sprawl toward a pattern of concentrated growth and increased job creation. The intent of the new growth patterns and the new mobility systems is to accommodate the transportation demands created by future growth and to provide mobility options that help reduce the need to utilize the automobile. The circulation system is designed to fit into the fabric of the land use patterns and accommodate the open space systems.

While the following section describes the circulation system as it relates to the Eastern Coachella Valley, it is important to note that the programs and policies are supplemental to, and coordinated with, the policies of the General Plan Circulation Element. In other words, the circulation system of the Valley is tied to the countywide

system and its long range direction. As such, successful implementation of the policies in the Valley will help to create an interconnected and efficient circulation system for the entire County of Riverside.

Local Circulation Policies

Vehicular Circulation System

The vehicular circulation system that supports the Land Use Plan for the Eastern Coachella Valley Area Plan is shown on Figure 8, Circulation. The circulation system within this portion of the Coachella Valley connects the region to urbanized areas of the western portion of the Coachella Valley, western Riverside County, Imperial County, and the eastern portion of Riverside County via Interstate 10, as well as providing access to and between its communities. Interstate 10 is a key east-west corridor within Riverside County, and indeed across the United States.

State Routes 111 and 86 are the main north-south connector routes within this area. State Route 86 is growing in importance as a trade route between the U.S. and Mexico. State Route 195 also serves the Valley west of Mecca.

A grid system of numbered avenues running east-west, together with north-south oriented streets serves the Eastern Coachella Valley areas west of the All-American Canal. The continued coordination regarding the circulation network between the County of Riverside, cities, Tribal Governments and Imperial County is essential to ensure the region's Transportation System sustains a high level of service over a period of time.

Policies:

ECVAP 12.1 Design and develop the vehicular roadway system per Figure 8, Circulation, and in accordance with the functional classifications and standards in the System Design, Construction and Maintenance section of the General Plan Circulation Element.

ECVAP 12.2 Maintain Riverside County's roadway Level of Service standards as described in the Level of Service section of the General Plan Circulation Element.

ECVAP 12.3 Separate vehicular traffic from pedestrian and equestrian traffic in order to avoid potential hazards and where traffic volumes justify the costs.

Rail

The Southern Pacific Railroad runs adjacent to State Route 111 and the Salton Sea, to Riverside County's southern boundary. This line accommodates freight transport for the Valley's agricultural businesses.

Policies:

ECVAP 13.1 Coordinate with railroad companies to maintain and enhance railroad facilities south of the City of Coachella in accordance with the Goods Movement/Designated Truck Routes section of the General Plan Circulation Element.

ECVAP 13.2 Coordinate with railroad companies to encourage grade-separated crossings in and near Mecca.

East County - Desert Area
Area Plan

Western
Coachella Valley
Area Plan

Joshua Tree National Park

CITY OF
INDIO

CITY OF
COACHELLA

CITY OF
LA QUINTA

COMMUNITY
OF
VISTA SANTA ROSA

COMMUNITY
OF
THERMAL

JACQUELINE
COCHRAN
AIRPORT

COMMUNITY
OF
ARABIA

COMMUNITY
OF
VALERIE

COMMUNITY
OF
MECCA

COMMUNITY
OF
NORTH SHORE

COMMUNITY
OF
DESERT BEACH

COMMUNITY
OF
CHIRIACO SUMMIT

SALTON
SEA

COMMUNITY
OF
SALTON

COMMUNITY
OF
OASIS

CHOCOLATE MOUNTAIN
AERIAL GUNNERY RANGE

Riverside Extended Mountain
Area Plan

San Diego County

Imperial County

Data Source: Riverside County Transportation

- Freeway (Variable ROW)
- Expressway (128' to 220' ROW)
- Urban Arterial (152' ROW)
- Arterial (128' ROW)
- Major (118' ROW)
- Secondary (100' ROW)
- Collector (74' ROW)
- Existing Bridge
- Proposed Bridge
- Existing Interchange
- Proposed Interchange
- Proposed Overpass/Underpass
- Chocolate Mountains Aerial Gunnery Range
- Railroads Amended
- Highways
- Area Plan Boundary
- City Boundary
- Waterbodies

Figure 8

December 8, 2015

0 2.75 5.5 Miles

Disclaimer: Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

RCIT

RIVERSIDE COUNTY
PLANNING DEPARTMENT

BOARD of SUPERVISORS
Riverside County California

EASTERN COACHELLA VALLEY AREA PLAN CIRCULATION

Path: \\agency\ltmgis\Projects\Planning\AreaPlan960\EasternCoachellaValley\MXDs\MZ_ECVAP-circulation.mxd

Improvements Included in Impact Fee Program

This street facility impact fee is calculated based on the planned facilities approach. Under this approach, the cost of facilities deemed necessary to accommodate the additional trip demand generated by new development is allocated to new development based on the trip demand factors shown in Table 8.1.

Planned Street Improvements

The list of needed improvements is based on the City-wide Traffic Study prepared for the City by Urban Crossroads and published on March 20, 2007. The Urban Crossroads study used street facility plans from the General Plan and traffic modeling software to determine the arterial streets that will need to be either added or expanded to accommodate increased trip volumes associated with future development. The improvement needs identified by Urban Crossroads are based on a buildout land use scenario in accordance with the City's General Plan. The Urban Crossroads study did not differentiate between projects needed before or after this study's planning horizon of 2030. The improvement needs are based on maintaining a level of service (LOS) of D or better for peak hour intersection operations, consistent with City of Coachella policy and the Riverside County General Plan. Improvement needs for intersections that serve Caltrans facilities, such as SR-111 (Grapefruit Boulevard) and SR-86S, are based meeting on Caltrans' level of service delay criteria of a minimum LOS of D with a delay of less than 45 seconds per vehicle for signalized intersections.

After completion of the City-wide Traffic Study, the City and Urban Crossroads identified some other needed street improvements. The Urban Crossroads study only covered improvements to arterial streets needed to serve new development. The City identified improvements that will be needed on collector streets to address deterioration in the level of service caused by new development. The City also made minor changes to the arterial improvements identified in the Urban Crossroads study. The final list of improvements to be included in the street facility impact fee is included in an August 8, 2008, letter to the City Engineer from Urban Crossroads, titled "City of Coachella Public Facilities Financing Program Traffic Engineering Support Roadway System Refinements." **Figure 8.1** shows the roadway segments where improvements are needed to serve new development. Improvements on these segments are used as the basis for the impact fee calculated in this chapter. The Urban Crossroads traffic study identified the need for some improvements outside of the City Limits. These projects appear in Figure 8.1. However, only improvements located within the City Limits are included for funding with impact fees.

All of the projects identified are required to provide adequate capacity for the increased trip volumes generated by new development. According to the City-wide Traffic Study, there are no deficiencies in roadway capacity under existing conditions.[1]

[1] *City-Wide Traffic Study, City of Coachella, California*; Urban Crossroads; March 20, 2007; page 3-4.

Figure 8.1: Roadway Improvements Needed to Accommodate New Development

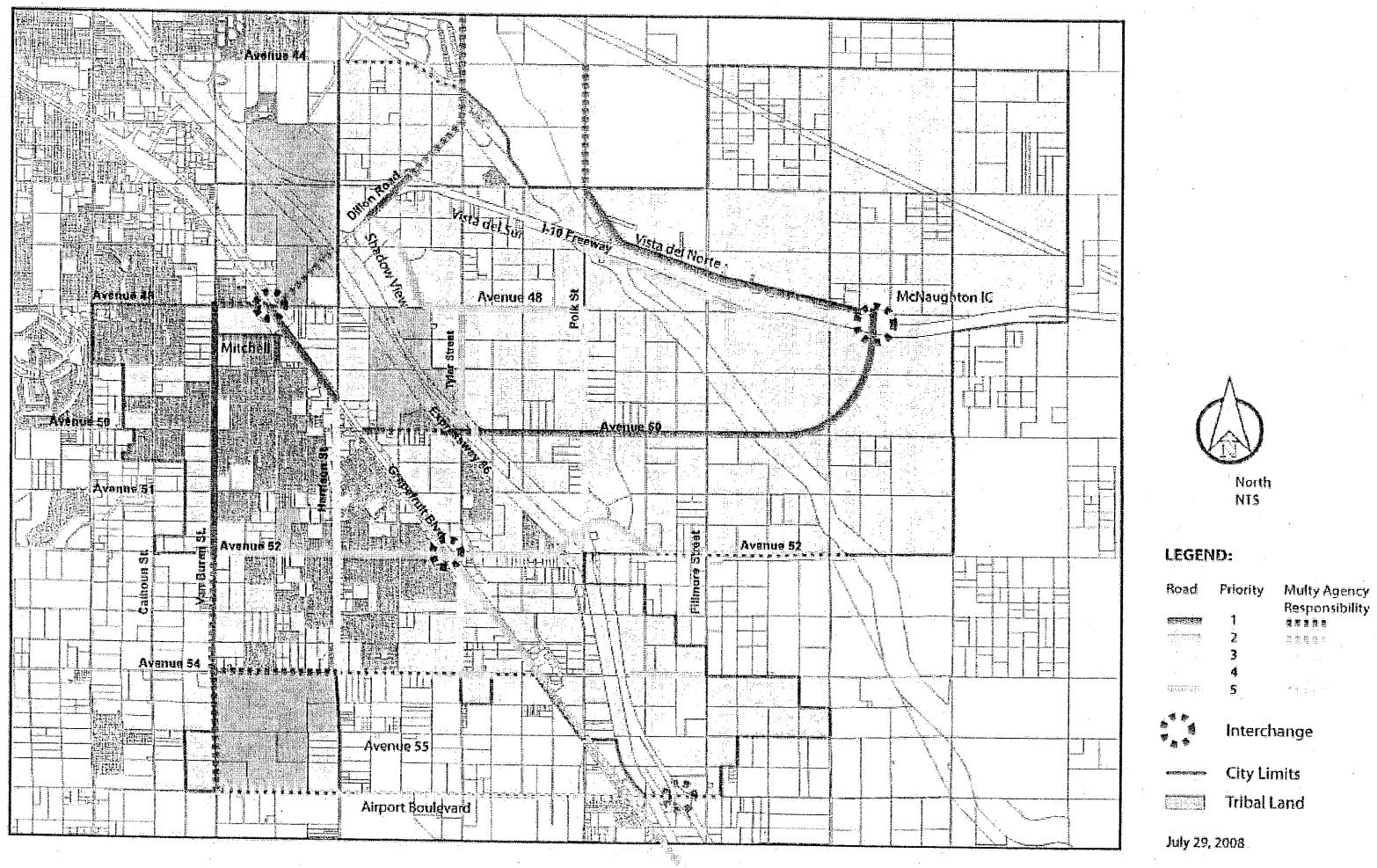


Table 8.3: Planned Road Segment Improvements

Seg. No.	Segment	From	To	Existing Lanes	Future Classification	Length (ft)	City of Coachella Share
1	Ave 48[1,6]	Van Buren St	Grapefruit Blvd	2	6-Lane Modified Major Arterial	2,250	50%
2	Dillon Rd	Shadow View Blvd	I-10 EB Ramps	4	6-Lane Major Arterial	2,200	100%
3	Dillon Rd[7]	I-10 EB Ramps	Ave 44	2	6-Lane Major Arterial	5,500	50%
4	Shadow View Blvd	Dillon Rd	Tyler St	0	4-Lane Secondary Arterial	6,400	100%
5	Ave 50	Avenida de Oro	E of Kenmore St	2	4-Lane Primary Arterial	900	100%
6	Ave 50	Grapefruit Blvd	SR-86	2	6-Lane Major Arterial	5,000	100%
7	Ave 50	SR-86	End of Existing Rd	2	6-Lane Major Arterial	11,000	100%
8	Ave 50	Existing Rd	I-10	0	6-Lane Major Arterial	8,000	100%
9	McNaughton Pkwy	I-10	0.25 mi. N of I-10	0	6-Lane Major Arterial	1,320	100%
10	Ave 52	Van Buren St	Frederick St	2	6-Lane Major Arterial	2,640	100%
11	Ave 52	Frederick St	Harrison St	4	6-Lane Major Arterial	2,640	100%
12	Ave 52	Harrison St	Shady Lane	2	6-Lane Major Arterial	2,640	100%
13	Ave 52	Shady Lane	Grapefruit Blvd	4	6-Lane Major Arterial	2,000	100%
14	Ave 52[2]	Grapefruit Blvd	SR-86	4	8-Lane Enhanced Major	6,000	100%
15	Ave 52	SR-86	Fillmore St	2	6-Lane Major Arterial	6,200	100%
16	Ave 52[3]	Fillmore St	Coachella Canal	2	6-Lane Major Arterial	6,350	50%
17	Ave 54[4]	Van Buren St	Harrison St	2	6-Lane Major Arterial	5,280	50%
18	Ave 54	Tyler St	east of Tyler St	2	6-Lane Major Arterial	1,320	100%
19	Ave 54	west of Fillmore St	Fillmore St	2	4-Lane Secondary Arterial	3,600	100%
20	Airport Blvd[5]	Van Buren St	Harrison St	2	6-Lane Major Arterial	5,280	20%
21	Airport Blvd[3]	E of Grapefruit (Cty lim.)	SR-86S	2	6-Lane Major Arterial	1,340	50%
22	Airport Blvd[3]	SR-86S	E of SR-86S (Cty lim.)	2	4-Lane Primary Arterial	1,700	50%
23	Grapefruit Blvd	Ave 48	Harrison St	4	6-Lane Major Arterial	5,280	100%
24	Grapefruit Blvd	Ave 52	Tyler St	2	6-Lane Major Arterial	1,350	100%
25	Grapefruit Blvd	Tyler St	Ave 54	2	4-Lane Primary Arterial	5,300	100%
26	Grapefruit Blvd[3]	Ave 54	Ave 55	2	4-Lane Primary Arterial	3,600	50%
27	Van Buren St	Ave 48	Ave 52	2	6-Lane Modified Major Arterial	10,700	100%
28	Van Buren St[3]	Ave 52	Ave 54	2	6-Lane Modified Major Arterial	5,200	50%
29	Van Buren St[5]	Ave 54	Ave 55	2	6-Lane Modified Major Arterial	2,640	30%
30	Van Buren St[4]	Ave 55	Airport Blvd	2	6-Lane Modified Major Arterial	2,640	30%
31	Harrison St	Grapefruit Blvd	Ave 52	4	6-Lane Major Arterial	6,500	100%
32	Harrison St	Ave 52	Ave 54	4	6-Lane Major Arterial	5,280	100%
33	Tyler St	Shadow View Blvd	Ave 50	0	6-Lane Major Arterial	5,280	100%
34	Tyler St	Grapefruit Blvd	Ave 54	2	4-Lane Primary Arterial	4,250	100%
35	Polk St	Ave 48	Ave 50	0	6-Lane Major Arterial	5,280	100%
36	Polk St	Ave 50	Ave 52	0	2-Lane Collector	4,100	100%
37	Mitchell Dr	Van Buren St	Grapefruit Blvd	0	2-Lane Collector	3,250	100%
38	Vista del Norte	McNaughton Pkwy	Polk St	0	2-Lane Collector	15,500	100%
39	Vista del Sur	McNaughton Pkwy	Polk St	0	2-Lane Collector	14,500	100%
40	Ave 44[3]	Harrison St	Dillon Rd	2	4-Lane Secondary Arterial	5,450	50%
41	Ave 48	Tyler St	Polk St	0	6-Lane Major Arterial	5,280	100%
42	Frederick St	Mitchell Dr	Ave 49	0	4-Lane Secondary Arterial	1,300	100%
43	Vista Del Sur	Camp Court	Dillon Rd	0	2-Lane Collector	1,400	100%

[1] TUMF plans to fund increase to six lanes on this section.

[2] Existing street is four lanes from Grapefruit to Hernandez St (approx. 4,500 ft.), and two lanes from Hernandez St. to SR-86S (approx. 1,500 ft.).

[3] On City boundary. Fifty percent City responsibility because half of improvement is within City limits.

[4] Borders Augustine Indian land. Percentage shown represents City's fair share of project responsibility based on traffic analysis by Urban Crossroads.

[5] Borders Augustine Indian land and on City boundary. Percentage shown represents City's fair share of project responsibility based on traffic analysis by Urban Crossroads.

[6] The recommended median reduction, combined with the anticipated right of way of the south (City) side of the street, will allow construction of three through lanes in each direction of travel.

[7] Traffic generated by development in the City of Indio contributes to the need for this improvement. Percentage shown represents City of Coachella's fair share of project responsibility based on traffic analysis by Urban Crossroads.

Sources: Urban Crossroads, "City-Wide Traffic Study, City of Coachella," March 20, 2007, Table 6-2; Urban Crossroads, "City of Coachella Public Facilities Financing Program Traffic Engineering Support Roadway Refinements," August 8, 2008; MuniFinancial; Willdan Engineering.

Table 8.5: Planned Improvements Included in TUMF

Seg. No.	Segment	From	To	TUMF Construction Cost	TUMF Right-of-Way Cost	Total TUMF Cost
1	Ave 48	Van Buren St	Grapefruit Blvd	$ 1,549,500	$ 45,000	$ 1,594,500
2	Dillon Rd	Shadow View Blvd	I-10 EB Ramps	2,905,000	-	2,905,000
3	Dillon Rd	I-10 EB Ramps	Ave 44	7,262,400	-	7,262,400
4	Shadow View Blvd	Dillon Rd	Tyler St	-	-	-
5	Ave 50	Avenida de Oro	E of Kenmore St	634,400	18,000	652,400
6	Ave 50	Grapefruit Blvd	SR-86	6,602,200	1,100,000	7,702,200
7	Ave 50	SR-86	End of Existing Rd	14,524,800	2,420,000	16,944,800
8	Ave 50	Existing Rd	I-10	10,563,500	5,920,000	16,483,500
9	McNaughton Pkwy	I-10	0.25 mi. N of I-10	-	-	-
10	Ave 52	Van Buren St	Frederick St	3,486,000	580,800	4,066,800
11	Ave 52	Frederick St	Harrison St	3,486,000	-	3,486,000
12	Ave 52	Harrison St	Shady Lane	3,486,000	7,510,800	10,996,800
13	Ave 52	Shady Lane	Grapefruit Blvd	2,640,900	-	2,640,900
14	Ave 52	Grapefruit Blvd	SR-86	7,922,600	1,840,000	9,762,600
15	Ave 52	SR-86	Fillmore St	-	-	-
16	Ave 52	Fillmore St	Coachella Canal	-	-	-
17	Ave 54	Van Buren St	Harrison St	6,971,900	1,161,600	8,133,500
18	Ave 54	Tyler St	east of Tyler St	1,743,000	290,400	2,033,400
19	Ave 54	west of Fillmore St	Fillmore St	3,323,900	-	3,323,900
20	Airport Blvd	Van Buren St	Harrison St	6,971,900	1,161,600	8,133,500
21	Airport Blvd	E of Grapefruit (Cty lim.)	SR-86S	1,769,400	294,800	2,064,200
22	Airport Blvd	SR-86S	E of SR-86S (Cty lim.)	-	-	-
23	Grapefruit Blvd	Ave 48	Harrison St	6,971,900	-	6,971,900
24	Grapefruit Blvd	Ave 52	Tyler St	1,782,600	297,000	2,079,600
25	Grapefruit Blvd	Tyler St	Ave 54	3,736,000	106,000	3,842,000
26	Grapefruit Blvd	Ave 54	Ave 55	2,537,700	-	2,537,700
27	Van Buren St	Ave 48	Ave 52	16,465,400	-	16,465,400
28	Van Buren St	Ave 52	Ave 54	-	-	-
29	Van Buren St	Ave 54	Ave 55	-	-	-
30	Van Buren St	Ave 55	Airport Blvd	-	-	-
31	Harrison St	Grapefruit Blvd	Ave 52	8,582,800	-	8,582,800
32	Harrison St	Ave 52	Ave 54	6,971,900	-	6,971,900
33	Tyler St	Shadow View Blvd	Ave 50	-	-	-
34	Tyler St	Grapefruit Blvd	Ave 54	-	-	-
35	Polk St	Ave 48	Ave 50	-	-	-
36	Polk St	Ave 50	Ave 52	-	-	-
37	Mitchell Dr	Van Buren St	Grapefruit Blvd	-	-	-
38	Vista del Norte	McNaughton Pkwy	Polk St	-	-	-
39	Vista del Sur	McNaughton Pkwy	Polk St	-	-	-
40	Ave 44	Harrison St	Dillon Rd	5,032,000	-	5,032,000
41	Ave 48	Tyler St	Polk St	-	-	-
42	Frederick St	Mitchell Dr	Ave 49	-	-	-
43	Vista Del Sur	Camp Court	Dillon Rd	-	-	-
Total				$ 137,923,700	$ 22,746,000	$ 160,669,700
Amount Not Funded by TUMF (25%)						$ 40,167,425

Sources: Tables 8.4, A-3, and A-4.

The cost of projects in the City fee program, net of available TUMF funding, is shown in **Table 8.6**. This cost includes two components. First, the cost of improvements not included in the TUMF program is calculated for each segment by subtracting the cost of improvements to be funded by the TUMF from the total cost of each segment's improvements. In addition, the 25 percent of each TUMF improvement not funded by the TUMF program is added to the City fee program cost for each segment. For segments where other jurisdictions are responsible for a portion of project costs, only City of Coachella fair share cost is included in the fee program.

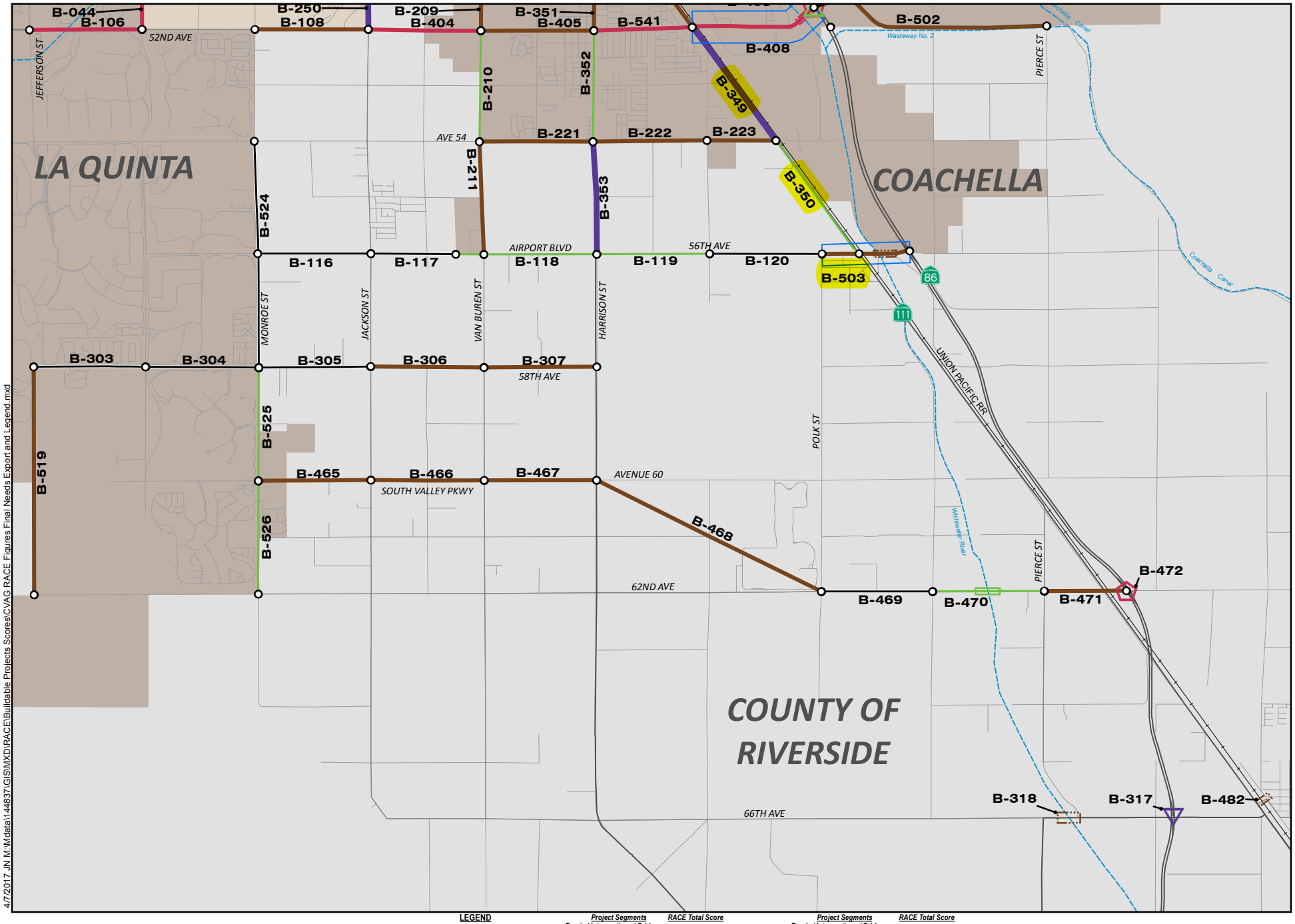

B-044
B-106
52ND AVE
JEFFERSON ST
B-250
B-108
B-209
B-404
B-351
B-405
B-541
B-502
B-408
Wasteway No. 2
PIERCE ST
B-210
B-352
B-349
AVE 54
B-221
B-222
B-223
LA QUINTA
COACHELLA
B-211
B-353
B-350
B-524
AIRPORT BLVD
56TH AVE
B-116
B-117
B-118
B-119
B-120
B-503
86
111
MONROE ST
JACKSON ST
VAN BUREN ST
HARRISON ST
UNION PACIFIC RR
B-303
B-304
B-305
B-306
B-307
58TH AVE
B-525
POLK ST
B-519
B-465
B-466
B-467
AVENUE 60
SOUTH VALLEY PKWY
B-468
B-526
62ND AVE
B-469
B-470
B-471
B-472
COUNTY OF RIVERSIDE
66TH AVE
B-318
B-317
B-482
4/7/2017 JN M:\Mdata\14483\GIS\MXD\RACE\Buildable Projects Scores\CVAG RACE Figures Final Needs Export and Legend.mxd
LEGEND
Minor Roadway
Waterway
Project Segments
Roads / Intersections / Bridges
RACE Total Score
0 - 5
5.1 - 7.5
7.6 - 10
10.1 - 12.5
12.6 +
N
0
0.5
1
Miles
CVAG
Source: County of Riverside, CVAG
CVAG RACE
Buildable Projects Total Scores
Figure S-7

Table 6-2. Criteria Point Totals for Buildable Projects

CC=Cathedral City, COA=Coachella, DHS=Desert Hot Springs, IND=Indio, IW=Indian Wells, LQ=La Quinta, PD=Palm Desert, PS=Palm Springs, RM=Rancho Mirage, UNC=Unincorporated

			SEGMENT NUMBERS					TOTAL POINTS						
BLD. PROJ. NUMBER	STREET NAME	AGENCY	SEGMENT NUMBER 1	SEGMENT NUMBER 2	SEGMENT NUMBER 3	SEGMENT NUMBER 4	BUILDABLE PROJECT DESCRIPTION	From SGMT NO 1	From SGMT NO 2	From SGMT NO 3	From SGMT NO 4	BLD. PROJ. AVG. PTS.	2015 POINTS	2010 POINTS
B-222	AVE 54	COA	54B				Harrison St to Tyler St - 54B	9				9	9.00	8.00
B-223	AVE 54	COA	54C				Tyler St to Hwy 111 - 54C	8				8	8.00	11.00
B-225	VARNER RD / AVE 42	IND	VRNR9				Jefferson St to Madison St (Incl. Br. over All-Amer. Canal) - VRNR9	9				9	11.00	7.00
B-236	DATE PALM DR	CC	DPLM0A				Hwy 111 (E Palm Cyn Dr) to Gerald Ford Dr (Incl. at Cath. Cyn Br., doesn't Incl. WW Br.) - DPLM0A	9				9	6.00	9.50
B-237	DATE PALM DR	CC	DPLM0B				Gerald Ford Dr to Dinah Shore Dr - DPLM0B	9				9	6.00	7.00
B-238	DATE PALM DR	CC	DPLM0C				Dinah Shore Dr to Ramon Rd - DPLM0C	9				9	6.00	8.00
B-249	JACKSON ST	COA	JAC4				Ave 48 to Ave 50 - JAC4	12				12	12.00	11.00
B-250	JACKSON ST	IND	JAC5				Ave 50 to Ave 52 - JAC5	13				13	13.00	8.00
B-251	INDIO BLVD	IND	INDIO1				Jefferson St to Madison St (over All-Amer. Canal) - INDIO1	8				8	8.00	7.00
B-255	PORTOLA AVE	PD	POR1				Hwy 111 to Magnesia Falls Dr - POR1	8				8	8.00	8.00
B-256	PORTOLA AVE	PD	POR2				Magnesia Falls Dr to Country Club Dr (Excl. Br. at Whitewater Chnl) - POR2	8				8	7.00	11.00
B-257	PORTOLA AVE	PD	POR3				Country Club Dr to Frank Sinatra Dr - POR3	8				8	9.00	8.00
B-258	PORTOLA AVE	PD	POR4A				Frank Sinatra Dr to Julie Ln - POR4A	8				8	10.00	8.00
B-301	AVE 44	IND	44A				Ave 44 Br./Low Water Xing - 44A	11				11	11.00	10.00
B-303	58TH AVE	LQ	58A				Jefferson St to Madison St - 58A	5				5	5.00	4.00
B-304	58TH AVE	LQ	58B				Madison St to Monroe St - 58B	4				4	4.00	6.00
B-305	58TH AVE	UNC	58C				Monroe St to Jackson St - 58C	5				5	5.00	7.00
B-306	58TH AVE	UNC	58D				Jackson St to Van Buren St - 58D	8				8	8.00	8.00
B-307	58TH AVE	UNC	58E				Van Buren St to Harrison St - 58E	8				8	8.00	7.00
B-317	66TH AVE	UNC	66A				Future 66th Ave SR-86 IC - 66A	13				13	13.00	7.50
B-318	66TH AVE	UNC	66B				66th Ave Br./Low Water Xing - 66B	9				9	9.00	6.00
B-319	BOB HOPE DR	RM	BH1-6				Frank Sinatra Dr to Gerald Ford Dr - BH1-6	7				7	7.00	5.00
B-320	BOB HOPE DR	RM	BH2-6				Gerald Ford to Dinah Shore Dr - BH2-6	7				7	7.00	6.00
B-321	BOB HOPE DR	RM	BH3-6				Dinah Shore Dr to Ramon Rd (southbound only) - BH3-6	7				7	7.00	6.00
B-323	CATHEDRAL CYN DR	CC	CTHCN1				Terrace Rd to E Palm Canyon Dr - CTHCN1	6.5				6.5	4.00	8.00
B-324	CATHEDRAL CYN DR	CC	CTHCN2				E Palm Canyon Dr to N side of Whitewater Br. (Incl. Cath Cyn Br.) - CTHCN2	6.5				6.5	8.00	11.00
B-326	CATHEDRAL CYN DR	CC	CTHCN4				N side of Whitewater Br. to Dinah Shore Dr - CTHCN4	6.5				6.5	4.00	6.00
B-327	CATHEDRAL CYN DR	CC	CTHCN5				Dinah Shore Dr to Ramon Rd - CTHCN5	6.5				6.5	6.00	9.00
B-328	COOK ST	PD	CK7				Br. at Whitewater Chnl - CK7	9				9	7.00	10.00
B-330	CROSSLEY RD / GOLF CLUB DR	PS	CROSLY1				Ramon Rd to Mesquite Ave/Dinah Shore Dr - CROSLY1	10				10	10.00	10.00
B-331	CROSSLEY RD / GOLF CLUB DR	PS	CROSLY2				Dinah Shore Dr/Mesquite Ave to 34th Ave - CROSLY2	9				9	9.00	9.00
B-334	DA VALL DR	CC	DVALL1				Dinah Shore to Ramon Rd - DVALL1	9				9	7.00	8.00
B-340	DILLON RD	COA	DLN14				Dillon Rd I-10 IC - DLN14	9				9	9.00	6.50
B-341	DILLON RD	COA	DLN15				Dillon Rd SR-86S IC - DLN15	9				9	9.00	7.50
B-345	GERALD FORD DR	PD	GFD4				Cook St to Frank Sinatra Dr - GFD4	9				9	6.00	6.00
B-349	GRAPEFRUIT BLVD	COA	GRPF3				Ave 52 to Ave 54 - GRPF3	9				9	13.00	7.50
B-350	GRAPEFRUIT BLVD	COA	GRPF4				Ave 54 to Ave 56 - GRPF4	9				9	7.00	7.50
B-351	HARRISON ST	COA	HARSN1				Grapefruit Blvd to Ave 52 - HARSN1	9				9	9.00	9.00
B-352	HARRISON ST	COA	HARSN2				Ave 52 to Ave 54 - HARSN2	9				9	7.00	8.00
B-353	HARRISON ST	COA	HARSN3				Ave 54 to Ave 56 (Airport Blvd) - HARSN3	9				9	13.00	11.00
B-355	HIGHWAY 111	IW	HWY111F				Cook St to Eldorado Dr - HWY111F	9				9	10.00	11.50
B-356	HIGHWAY 111	IW	HWY111G				Eldorado Dr to Miles Ave - HWY111G	9				9	12.00	11.50
B-357	HIGHWAY 111	IW	HWY111H				Miles Ave to Washington St (incl. Br. Over Deep Cyn Chnl) - HWY111H	9				9	11.00	10.50
B-363	JACKSON ST	IND	JAC6				Jackson St I-10 IC - JAC6	14				14	14.00	13.50

Table 6-2. Criteria Point Totals for Buildable Projects

CC=Cathedral City, COA=Coachella, DHS=Desert Hot Springs, IND=Indio, IW=Indian Wells, LQ=La Quinta, PD=Palm Desert, PS=Palm Springs, RM=Rancho Mirage, UNC=Unincorporated

			SEGMENT NUMBERS					TOTAL POINTS						
BLD. PROJ. NUMBER	STREET NAME	AGENCY	SEGMENT NUMBER 1	SEGMENT NUMBER 2	SEGMENT NUMBER 3	SEGMENT NUMBER 4	BUILDABLE PROJECT DESCRIPTION	From SGMT NO 1	From SGMT NO 2	From SGMT NO 3	From SGMT NO 4	BLD. PROJ. AVG. PTS.	2015 POINTS	2010 POINTS
B-443	HIGHWAY 74	PD	HWY74A				Highway 111 to El Paseo - HWY74A	9				9	9.00	9.00
B-444	HIGHWAY 74	PD	HWY74B				El Paseo to Mesa View Dr - HWY74B	4				4	4.00	4.00
B-445	HIGHWAY 74	PD	HWY74C				Mesa View Dr to S Palm Desert City Limits - HWY74C	11				11	4.00	3.00
B-448	GENE AUTRY TR	PS	GAT1A				Intersection of Gene Autry Trl and Mesquite Ave / Dinah Shore Dr - GAT1A	9				9	7.00	10.50
B-449	KEY LARGO AVE	RM	KL1				Dinah Shore Dr. to Varner Rd (Incl. flyover at I-10 and RR) - KL1	9				9	9.00	9.50
B-450	LANDAU BLVD	CC	LAN1				Vista Chino to Verona Rd - LAN1	8				8	8.00	9.00
B-451	LANDAU BLVD	CC	LAN2	LAN3			Verona Rd to Future Landau Blvd I-10 IC (Incl. Br. Over RR and Future Landau Blvd I-10 IC)(Missing Link) - LAN2 LAN3	10	10			10	10.00	10.25
B-452	LANDAU BLVD	CC	LAN4				Future I-10 IC to Varner Rd (missing link) - LAN4	10				10	10.00	10.00
B-453	LITTLE MORONGO RD	DHS	LM4				Dillon Rd to 20th Ave - LM4	8				8	8.00	9.00
B-456	MISSION LAKES BLVD	DHS	MSLK0				SR 62 to Indian Canyon Dr - MSLK0	14				14	9.00	9.00
B-459	PALM DR	CC	PD1				I-10 IC to Varner Rd - PD1	6				6	9.00	10.00
B-460	PALM DR	UNC	PD2				Varner Rd to 20th Ave - PD2	6				6	4.00	4.00
B-461	PALM DR	UNC	PD3				20th Ave to Dillon Rd - PD3	6				6	8.00	6.00
B-462	PALM DR	DHS	PD4				Dillon Rd to Two Bunch Palms Trl - PD4	6				6	9.00	7.00
B-463	PIERSON BLVD	DHS	PRS4A				Palm Dr to Miracle Hill Rd - PRS4A	6				6	6.00	6.00
B-464	MOUNTAIN VIEW RD	DHS	MTV0	PRS4B			Miracle Hill Rd/Pierson Blvd to Hacienca Ave - PRS4B MTV0	6	8			7	7.00	7.50
B-465	S VALLEY PKWY / AVE 60	UNC	SV1				Monroe St to Jackson St - SV1	8				8	8.00	8.00
B-466	S VALLEY PKWY / AVE 60	UNC	SV2				Jackson St to Van Buren St - SV2	10				10	10.00	8.00
B-467	S VALLEY PKWY / AVE 60	UNC	SV3				Van Buren St to Harrison St - SV3	10				10	10.00	8.00
B-468	S VALLEY PKWY	UNC	SV4	SV5			Harrison St to Polk St (missing link) - SV4 SV5	8	8			8	8.00	8.00
B-469	S VALLEY PKWY / 62ND AVE	UNC	SV6				Polk St to Fillmore St - SV6	4				4	4.00	4.00
B-470	S VALLEY PKWY / 62ND AVE	UNC	SV7				Fillmore St to Pierce St (Incl. Br. at Whitewater Chnl) - SV7	6				6	6.00	6.00
B-471	S VALLEY PKWY / 62ND AVE	UNC	SV8				Pierce St to SR-86 - SV8	8				8	8.00	9.00
B-472	S VALLEY PKWY / 62ND AVE	UNC	SV9				Future Ave 62 SR-86 IC - SV9	12				12	12.00	11.50
B-474	VARNER RD	DHS	VRNR0				20th Ave to Palm Dr - VRNR0	8				8	8.00	11.00
B-475	VARNER RD	UNC	VRNR7B				Ave 38 to Washington St - VRNR7B	9				9	8.00	10.00
B-476	WORSLEY RD	UNC	WORS1				20th Ave to Dillon Rd - WORS1	9				9	4.00	5.00
B-477	WORSLEY RD	UNC	WORS2				Dillon Rd to 1 mile S of Pierson Blvd - WORS2	9				9	5.00	7.00
B-478	WORSLEY RD	UNC	WORS3				1 mile S of Pierson Blvd to Pierson Blvd - WORS3	9				9	5.00	10.00
B-479	WORSLEY RD	DHS	WORS4				Pierson Blvd to N Indian Canyon Dr - WORS4	9				9	9.00	5.00
B-480	VISTA CHINO	PS	VC2A				Intersection of Vista Chino and Gene Autry Trl - VC2A	10				10	11.00	10.50
B-482	66TH AVE	UNC	66C				Grade Separation at Hwy 111/SPRR (Bridge) - 66C	9				9	9.00	11.50
B-500	AVE 48	IND	48B1				Jefferson St to Madison St - 48B1	6				6	6.00	N/A
B-501	AVE 48	COA IND	48F	48H			Van Buren St to SR-86 Grade Seperation at Hwy 111/SPRR (Incl. SR-86 Grade Seperation at Hwy 111/SPRR) - 48F 48H	15	11			13	13.00	N/A
B-502	AVE 52	COA	52M				SR-86S to Pierce St - 52M	8				8	8.00	N/A
B-503	AVE 56 / AIRPORT BLVD	UNC COA	56G	56I			Polk St to SR-86 (Incl. Br. at Whitewater Chnl) - 56G 56I	6	12			9	9.00	N/A
B-504	DUNE PALMS RD	LQ	DUNEP1	DUNEP2			Hwy 111 to Blackhawk Way (Incl. Br. at Whitewater Chnl.) - DUNEP1 DUNEP2	6	9			7.5	7.50	N/A
B-505	FRED WARING DR	IW	FW1				Bridge at Whitewater River - FW1	9				9	5.00	N/A
B-506	GENE AUTRY TR	PS	GAT2A				E Palm Cyn to Eagle Way - GAT2A	9				9	14.00	N/A
B-507	GENE AUTRY TR	PS	GAT2B				Bridge over Palm Canyon Wash - GAT2B	9				9	10.00	N/A

APPENDIX P -

VEHICLE MILES TRAVELED

MEMORANDUM

Date:	November 12, 2022	**GTS:** 230503.01
To:	Andrew Simmons, City Engineer, City of Coachella	
From:	Rawad Hani, GTS	
Subject:	**Vehicle Miles Traveled (VMT) Analysis** **Coachella Airport Business Park, City of Coachella, CA**	

This memorandum describes the development of vehicle miles traveled (VMT) analysis for the updated Coachella Airport Business Park development in the City of Coachella (City), CA. The project is located at the northwest corner of the State Route 86 (SR-86) interchange with Airport Boulevard in the City of Coachella within Riverside County. The project proposes construction of following uses:

1. 233.1 TSF (thousand square feet) large warehouse
2. 96 TSF small warehouse
3. 128.6 TSF self-storage
4. 76.8 TSF personal vehicle storage
5. 81 TSF small business / office
6. 8.65 TSF retail

Background

On December 28, 2018, the California Office of Administrative Law cleared the revised California Environmental Quality Act (CEQA) guidelines for use. Among the changes to the guidelines was removal of vehicle delay and level of service from consideration under CEQA. With the adopted guidelines, transportation impacts are to be evaluated based on a project's effect on vehicle miles traveled (VMT).

Methodology

The City of Coachella has yet to adopt Senate Bill 743 (SB 743) guidelines and therefore, the VMT analysis was based upon the methodology and significant threshold criteria identified in the County of Riverside Transportation Analysis (TA) Guidelines for Level of Service (LOS) and Vehicle Miles Traveled, December 2020 (Guidelines).

The guidelines include several project screening criteria which were reviewed for the project evaluation. The project includes multiple non-residential land uses which is considered as a mixed-use project. The county guidelines recommend evaluation of each land use separately in case of a mixed-use project (Step 1: Evaluate Land Use Type – Mixed Use, page 18). Therefore, each of the above-mentioned project uses were assessed with screening criteria established in the guidelines as below:

Small Projects: The county guidelines have identified project size thresholds for multiple land uses that can be screened out of a detailed VMT analysis. Each of the project land uses were compared with the criteria established for small projects:

1. ***233.1 TSF large warehouse:*** Warehouse buildings with less than or equal to 208 TSF can be screened out of VMT analysis. The large warehouse use doesn't meet this criterion and therefore cannot be screened out of a VMT analysis.
2. ***96 TSF small warehouse****:* As mentioned above, warehouse buildings with less than or equal to 208 TSF can be screened out of VMT analysis. The small warehouse building is less than 208 TSF and therefore can be screened out of a VMT analysis.
3. ***128.6 TSF self-storage****:* The screening criteria from the guidelines do not include self-storage land use. However, this use can be considered as general light industrial in nature. The guidelines provide a threshold of 179 TSF for screening out light industrial buildings/projects. Therefore, based on the screening threshold of 179 TSF, this land use can be screened out of a detailed VMT analysis.
4. ***76.8 TSF personal vehicle storage****:* Similar to the above land use, the guidelines do not include screening criteria for personal vehicle storage. However, this use can also be considered as small warehouse based on information received from project applicant. Therefore, based on the screening threshold of 208 TSF for warehouse buildings, this project use can be screened out of detailed VMT analysis.
5. ***81 TSF small business / office****:* The guidelines provide a screening threshold of 165 TSF for general office buildings/uses. Office use of the project is less than 165 TSF and therefore can be screened out of a detailed VMT analysis.
6. ***8.65 TSF retail****:* Based on the screening criteria in the guidelines, retail buildings with area less than 60 TSF can be screened out of detailed VMT analysis. The retail use of the project can be screened out of detailed VMT analysis under this criterion.

All of the project land uses expect large warehouse can be screened out of a VMT analysis based on small projects screening criteria established in the guidelines.

Project Near High Quality Transit: Projects within a ½ mile of an existing major transit stop can be screened out of detailed VMT analysis. The project is not within ½ mile of an existing major transit stop and therefore cannot be screened out of VMT analysis using this criterion.

Local-serving retail: Retail project buildings with area less 50 TSF can be screened out VMT analysis with approval from the Transportation Department. The retail land use of the project was screened out of VMT analysis using small projects criteria and therefore this criterion is not applicable for the project.

Affordable Housing: The project consists of non-residential land uses only and therefore doesn't qualify for screening under this criterion.

Local Essential Service: Projects with public/local serving uses can be screened out VMT analysis after approval from the Transportation Department. The project doesn't include any local essential services and therefore, the project uses cannot be screened out VMT analysis.

Map-based Screening: The project is not located in a low VMT area and therefore, the project cannot be screened out of VMT analysis using this criterion.

While most of project uses are screened out, the large warehouse building cannot be screened out of a detailed VMT analysis and therefore, a full VMT analysis was conducted using RIVCOM3.51 as recommended in the guidelines. However, all of the project land uses were included in the model runs to appropriately account for internal capture between different uses of the project.

RIVCOM is a socioeconomic data-based model and so the project land uses were converted into model employment categories using conversion factors from SCAG's "Employment Density Study Summary Report – dated October 31, 2001". The land use conversion yielded a total of 741 employees as shown in Table 1 which was used as input for the model runs.

Table 1: Coachella Airport Business Park – Employment Estimates

Land Use Type	Square Footage (SF)	SF/Employee *	Total Employees
Large Warehouse	233,100	819	**285**
Small Warehouse	96,000	819	**117**
Self-storage	128,600	2,221	**58**
Personal vehicle storage	76,800	819	**94**
Small Business	81,000	598	**135**
Retail	8,650	165	**52**
Total	**624,150**		**741**

Source: SCAG Employment Density Study Summary Report, October 31, 2001 (Table 9A)

The guidelines recommend use of home-based work VMT per employee as the VMT metric to evaluate non-residential and non-retail land uses. The home-based work VMT is computed by using attraction VMT for the Home-Based Work trip purpose. According to the guidelines, the project will constitute a significant impact if the project VMT per employee is higher than the Riverside Countywide home-based work VMT per employee.

VMT Analysis

Both baseline (2018) and horizon year (2045) model runs were used to estimate project's VMT impacts. RIVCOM3.51 socioeconomic databases for the scenarios were updated with the project land use to calculate project VMT. Typically, project VMT is calculated by isolating the project in a new TAZ or multiple TAZs depending on the diversity of project land uses and project size. RIVCOM3.51 does not allow addition of new TAZs or TAZ splits, however it includes some empty zones. Three empty zones were borrowed to model the project. One TAZ was used to include the large warehouse (non-screened use of the project), one TAZ was used to include rest of the project land uses except retail, and a separate TAZ was used to model retail uses. The project TAZ with large warehouse was utilized to calculate project specific VMT per employee.

No project specific network modifications were conducted for the model scenarios. Full model runs with all feedback loops were conducted for all of the project scenarios. It should be noted that the project land use was included in the model as additional land use in the cumulative (2045) scenario and no shifting of land use from other TAZs was used. In that regard, the cumulative VMT analysis can be considered as a conservative estimate.

As indicated before, the project VMT per employee was compared with Riverside Countywide VMT per employee for project evaluation. The Riverside Countywide VMT per employee was estimated using "No Project" RIVCOM3.51 runs conducted by GTS. VMT metrics for the threshold and project were developed using consistent methodology.

Table 2 below shows the project VMT metrics for both baseline (2018) and cumulative (2045) conditions along with the regional VMT thresholds.

Table 2: Project VMT analysis

2018	Coachella Airport Business Park (Project) *	Riverside County (County) **
Total Population	-	2,358,439
Total Employment	285	759,857
Homebase Work Attraction (HBWA) VMT	12,024	24,376,718
HBWA VMT per employee	**42.2**	**32.1**
2045	**Coachella Airport Business Park (Project) ***	**Riverside County (County) ******
Total Population	-	3,424,454
Total Employment	285	1,116,025
Homebase Work Attraction (HBWA) VMT	8,614	32,318,620
HBWA VMT per employee	**30.2**	**29.0**

**: Estimated using RIVCOM3.51 "with project" model runs*

***: Estimated using GTS No Project RIVCOM3.51 model runs*

Conclusion

Based on the VMT analysis as shown in the above Table 2, the project has a significant impact for VMT. Project will be required to mitigate its impact to the extent feasible.